I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

PIN 3501.90, Contract D900054

DB CONTRACT DOCUMENTS REQUEST FOR PROPOSALS

PART 7

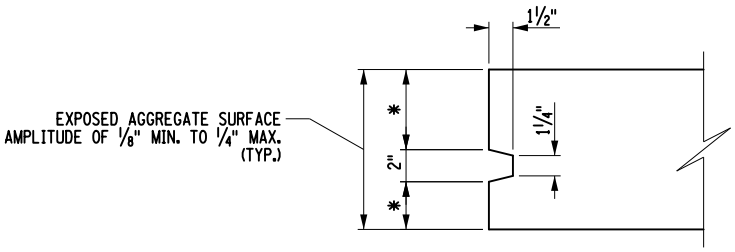
ENGINEERING DATA (PART 2 OF 2)

Final June 17, 2022

ENGINEERING DATA

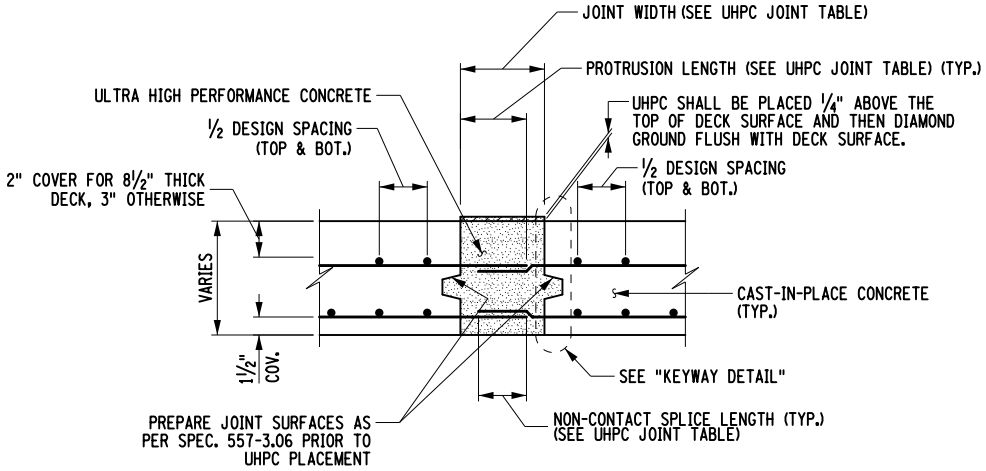
TABLE OF CONTENTS

Structural Details



* - PROVIDE DIMENSION TO AVOID INTERFERENCE WITH THE REINFORCEMENT.

KEYWAY DETAIL



LONGITUDINAL UHPC JOINT

UHPC JOINT TABLE

BAR SIZE	JOINT WIDTH	PROTRUSION LENGTH	SPLICE LENGTH	CLEAR SPACING	
				MINIMUM	MAXIMUM
#4	6"	5"	4"	1"	4"
#5	7"	6"	5"	1¼"	5"
#6	9"	7½"	6"	1½"	6"

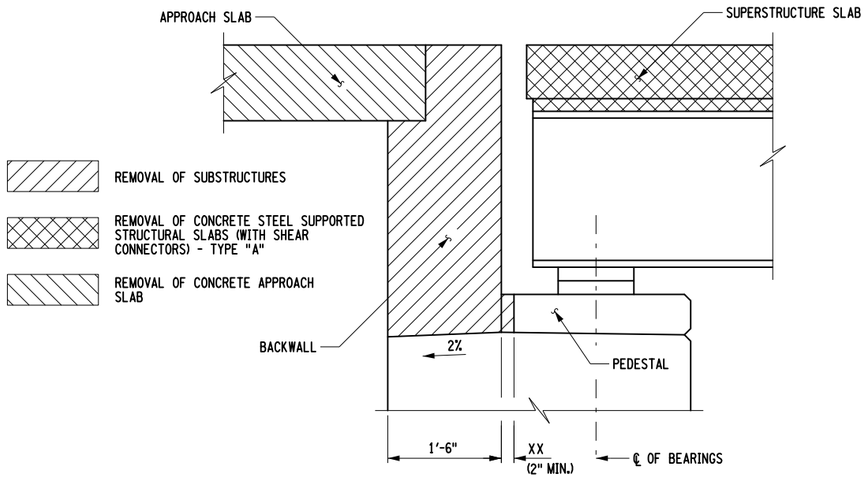
DESIGNER NOTE:

UHPC JOINT TABLE IS APPLICABLE FOR ALL BAR TYPES WITH A YIELD STRENGTH NO GREATER THAN 75 KSI.

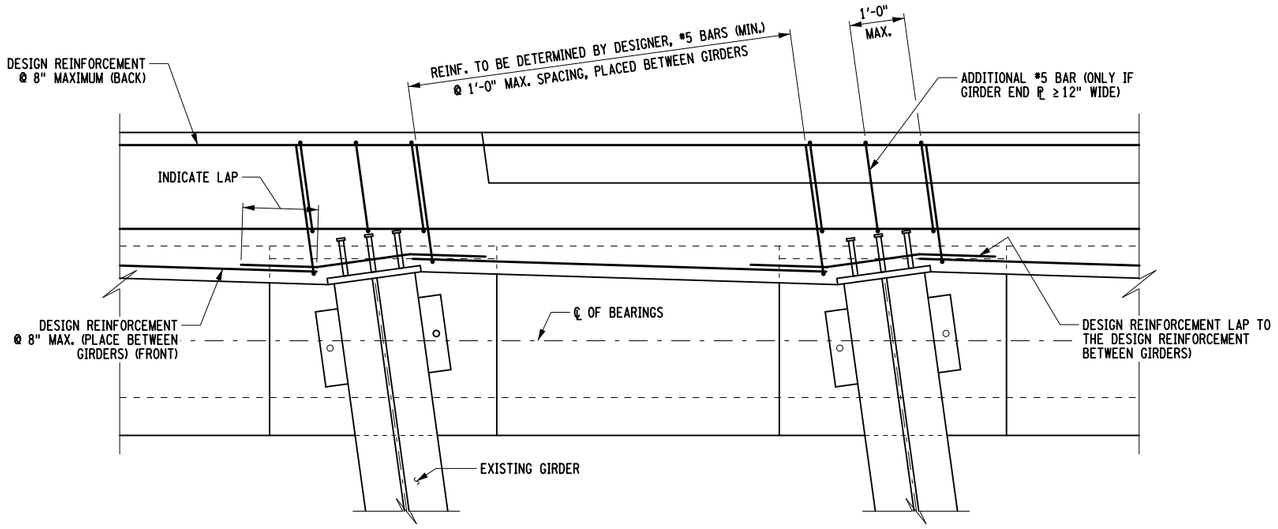
ALL DIMENSIONS ARE IN ft UNLESS OTHERWISE NOTED

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

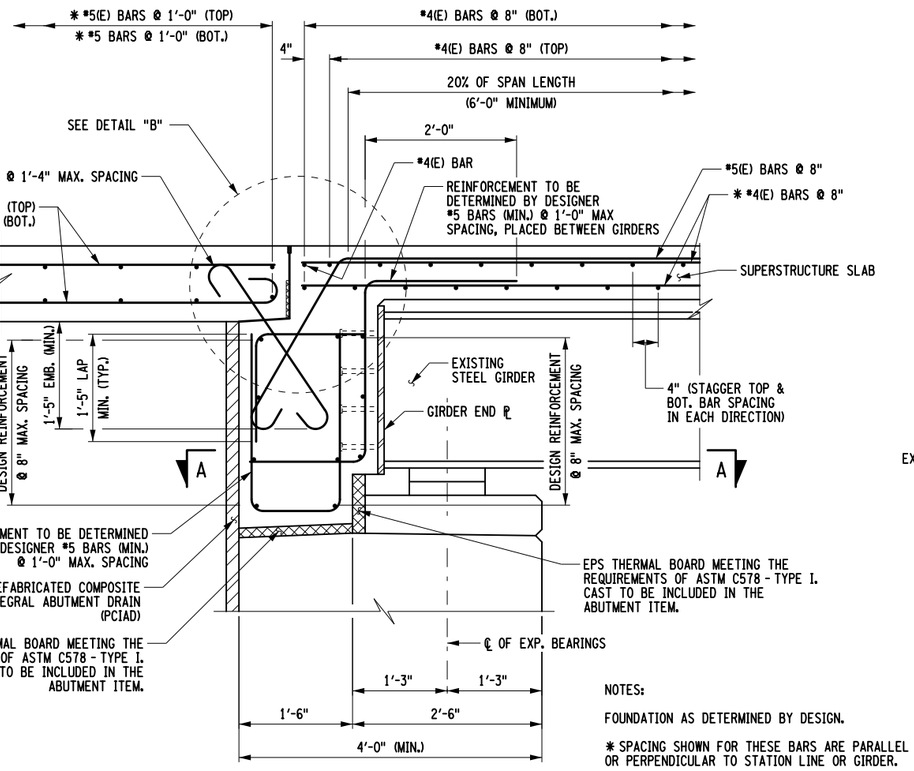
LONGITUDINAL UHPC CLOSURE POUR DETAILS



REMOVAL SECTION



SECTION A-A



PROPOSED SECTION

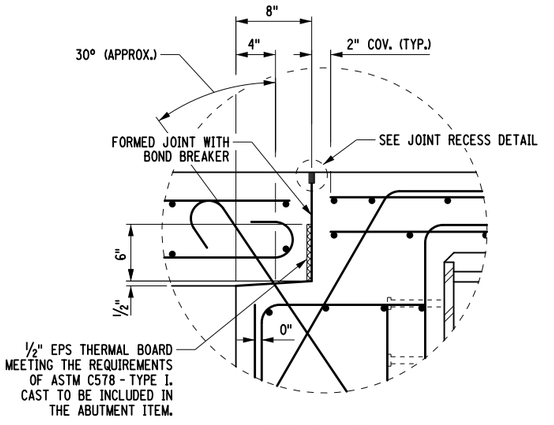
NOTES:

FOUNDATION AS DETERMINED BY DESIGN.

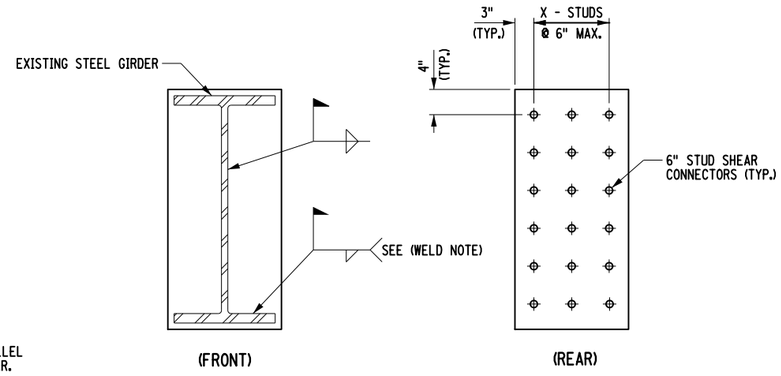
* SPACING SHOWN FOR THESE BARS ARE PARALLEL OR PERPENDICULAR TO STATION LINE OR GIRDER.

TYPICAL 6" COMPOSITE STUD SHEAR CONNECTORS ON TOP OF GIRDER NOT SHOWN FOR CLARITY.

END DIAPHRAGM NOT SHOWN FOR CLARITY.



DETAIL "B"



GIRDER END PLATE DETAIL

WELD NOTE:

STOP THE WELDS ½" FROM THE OUTSIDE OF THE FLANGE PLATES (TYP. ALL FOUR LOCATIONS).

DESIGNER NOTES:

THE SUPPORT RODS AND BASE PLATE ARE TO BE DESIGNED TO SUPPORT THE DEAD LOAD OF THE GIRDERS, DIAPHRAGMS, AND ANY UTILITIES.

TOP REINFORCEMENT IN SLAB NEEDS TO BE CHECKED FOR NEGATIVE MOMENT DEVELOPED FROM BACKWALL AND APPROACH SLAB.

ISOTROPIC DECK REINFORCEMENT FOR SKEWS 30° AND UNDER SHOWN. FOR TRADITIONAL DECK REINFORCEMENT, SEE BD-SS10 & 11.

EPOXY-COATED (E) BARS SHOWN. OTHER CORROSION PROTECTION OPTIONS ARE AVAILABLE. REFER TO SECTION 15.12 OF THE BRIDGE MANUAL.

EVERY BAY SHALL HAVE AN INTERMEDIATE TYPE DIAPHRAGM INSTALLED AT THE CENTERLINE OF BEARINGS OF EACH ABUTMENT. FOR TYPICAL DIAPHRAGM DETAILS, SEE THE BD-SG DRAWINGS.

FOR STEEL INTEGRAL ABUTMENT KEYWAY DETAILS, SEE BD-ID7.

SEE EARTHWORK DETAILS ON BD-ID7 FOR FURTHER DETAILS.

FOR JOINT RECESS DETAIL, SEE BD-ID10.

FOR TYPE "D" WATERSTOP DETAILS, SEE BD-MS3.

SEMI - INTEGRAL ABUTMENT CONSTRUCTION PROCEDURE

1. PLACE ABUTMENT SUSPENDED BACKWALL AND DECK CONCRETE.
2. RESET BEARINGS.
3. BACKFILL ABUTMENT BACKWALLS. NO BACKFILLING OF THE ABUTMENT IS ALLOWED UNTIL BACKWALLS HAVE CURED FOR 7 DAYS. BACKFILLING SHALL BE CONDUCTED SUCH THAT THE MAXIMUM DIFFERENTIAL IN FILL HEIGHT BETWEEN THE TWO STEMS (AS MEASURED FROM THE BOTTOM OF THE STEM) DOES NOT EXCEED 2 ft. IN ADDITION, THE FILL HEIGHT BEHIND ANY SINGLE ABUTMENT STEM SHALL NOT VARY MORE THAN 2 ft.
4. PLACE CONCRETE FOR APPROACH SLABS.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation
Office of Structures

SEMI-INTEGRAL ABUTMENT RETROFIT DETAILS

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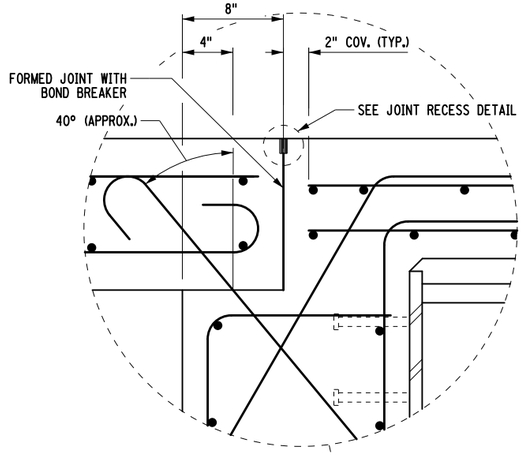
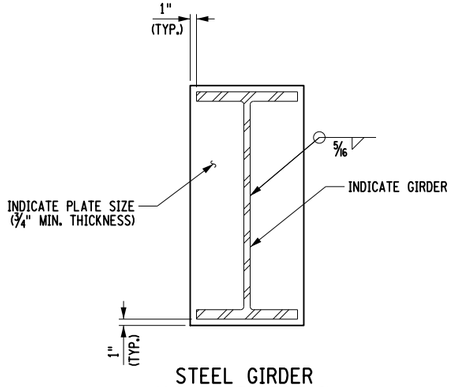
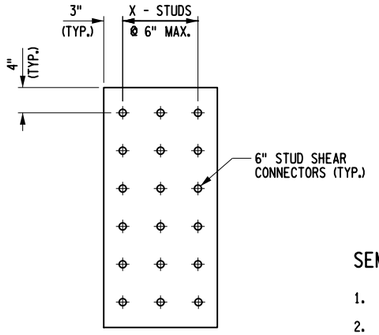
DATE/TIME = 18-OCT-2019 15:30





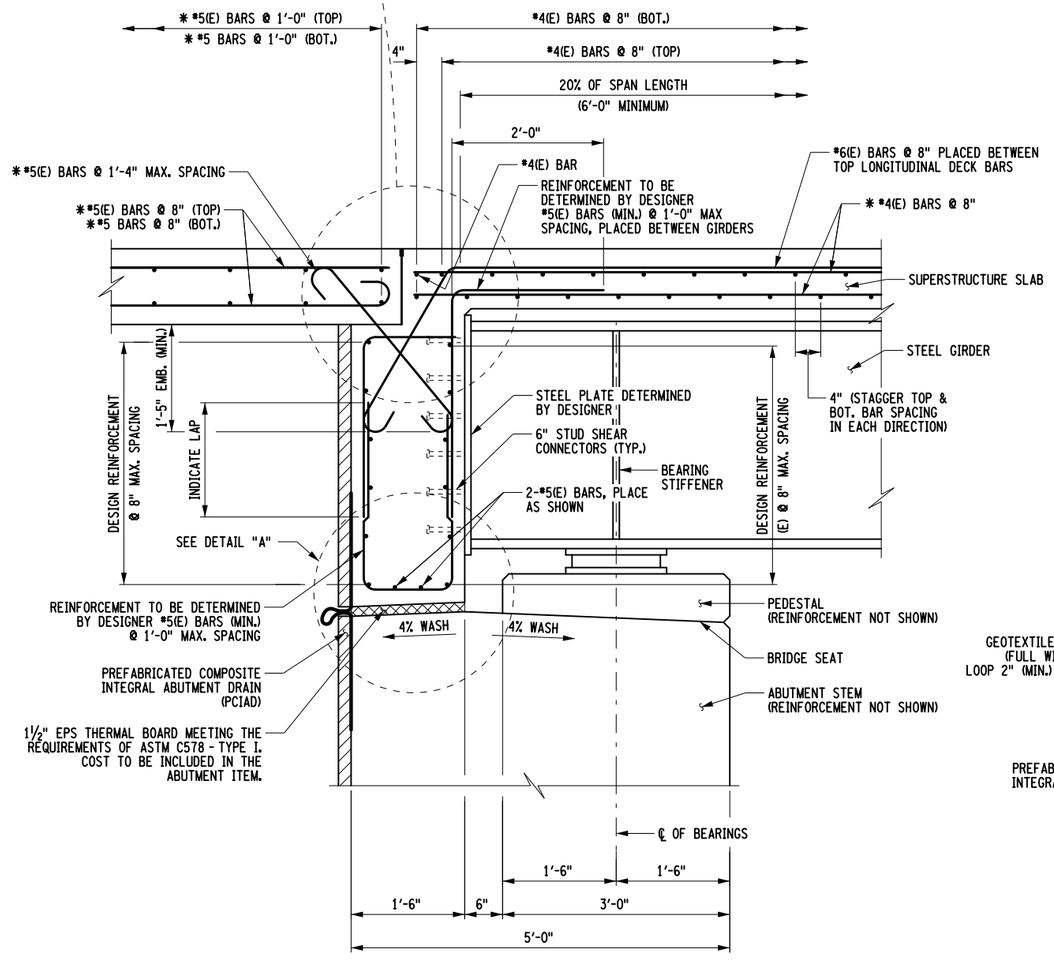
STEEL GIRDER AND PLATE DETAIL



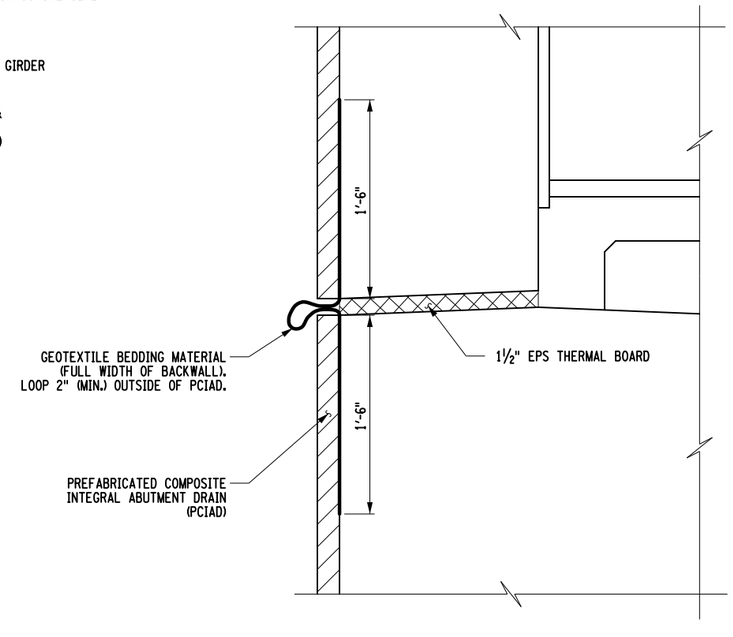
STUD SHEAR CONNECTOR LAYOUT

SEMI-INTEGRAL ABUTMENT CONSTRUCTION PROCEDURE

1. PLACE FOOTING, ABUTMENT STEM, AND PEDESTALS.
2. BACKFILL ABUTMENT STEMS TO 6" BELOW THE BRIDGE SEAT ELEVATION. NO BACKFILL OF THE ABUTMENT STEMS ALLOWED UNTIL THE ABUTMENTS HAVE CURED FOR 7 DAYS.
3. PLACE STONE FILL OR SLOPE PROTECTION.
4. ERECT GIRDERS AND INSTALL ALL DIAPHRAGMS.
5. PLACE ABUTMENT BACKWALL AND DECK CONCRETE.
6. BACKFILL ABUTMENT BACKWALLS. NO BACKFILLING OF THE ABUTMENT IS ALLOWED UNTIL BACKWALLS HAVE CURED FOR 7 DAYS. BACKFILLING SHALL BE CONDUCTED SUCH THAT THE MAXIMUM DIFFERENTIAL IN FILL HEIGHT BETWEEN THE TWO ABUTMENTS (AS MEASURED FROM THE BOTTOM OF THE BACKWALL) DOES NOT EXCEED 2 ft. IN ADDITION, THE FILL HEIGHT BEHIND ANY SINGLE ABUTMENT BACKWALL SHALL NOT VARY MORE THAN 2 ft.
7. PLACE CONCRETE FOR APPROACH SLABS.



TYPICAL ABUTMENT SECTION
(SECTION TAKEN PERPENDICULAR TO ABUTMENT)



DETAIL "A"

DESIGNER NOTES:

ISOTROPIC DECK REINFORCEMENT FOR SKEWS 30° AND UNDER SHOWN. FOR TRADITIONAL DECK REINFORCEMENT, SEE BD-SS10 & 11.

EPOXY-COATED (E) BARS SHOWN. REFER TO BRIDGE MANUAL, SECTION 15.12 FOR THE REQUIREMENTS OF CORROSION PROTECTED REINFORCEMENT IN SUBSTRUCTURES.

EVERY BAY SHALL HAVE AN INTERMEDIATE TYPE DIAPHRAGM INSTALLED AT THE CENTERLINE OF BEARINGS OF EACH ABUTMENT. FOR TYPICAL DIAPHRAGM DETAILS, SEE THE BD-SG DRAWINGS.

WEEPHOLES SHALL BE PROVIDED IN THE ABUTMENT STEM AT A MAXIMUM SPACING OF 25'-0".

SEE EARTHWORK DETAILS ON BD-ID7 FOR FURTHER DETAILS.

FOR JOINT RECESS DETAIL, SEE BD-ID6.

NOTES:

END DIAPHRAGM NOT SHOWN FOR CLARITY.

* SPACING SHOWN FOR THESE BARS ARE PARALLEL OR PERPENDICULAR TO STATION LINE OR GIRDER.

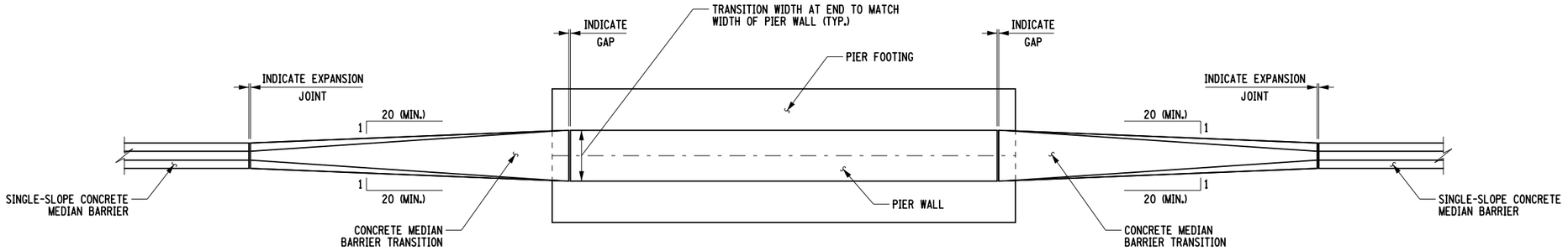
TYPICAL 6" COMPOSITE STUD SHEAR CONNECTORS ON TOP OF GIRDER NOT SHOWN FOR CLARITY.

REINFORCEMENT IN BACKWALL SHALL HAVE 2" COVER.

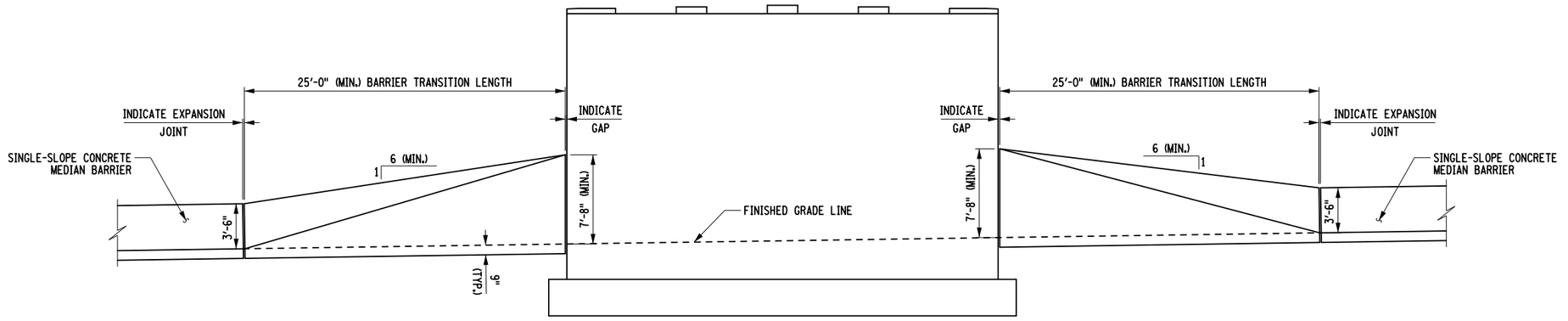
(E) DENOTES EPOXY-COATED BARS.

REVISED	NEW YORK STATE OF OPPORTUNITY.	Department of Transportation Office of Structures
	ALTERNATE SEMI-INTEGRAL ABUTMENT DETAILS	
ERRATA	APPROVED: / / ORIGINAL SIGNED BY DEPUTY CHIEF ENGINEER (STRUCTURES)	ORIGINAL ISSUED UNDER EB CURRENT ISSUED UNDER EB EFFECTIVE WITH THE LETTING OF / /

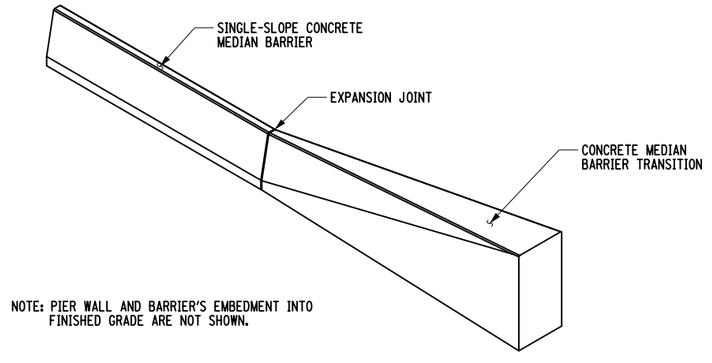
FILE NAME = REVISED SEMI INTEGRAL ABUTMENT DETAIL.dgn
DATE/TIME = 22-JUL-2021 10:40



PLAN



ELEVATION

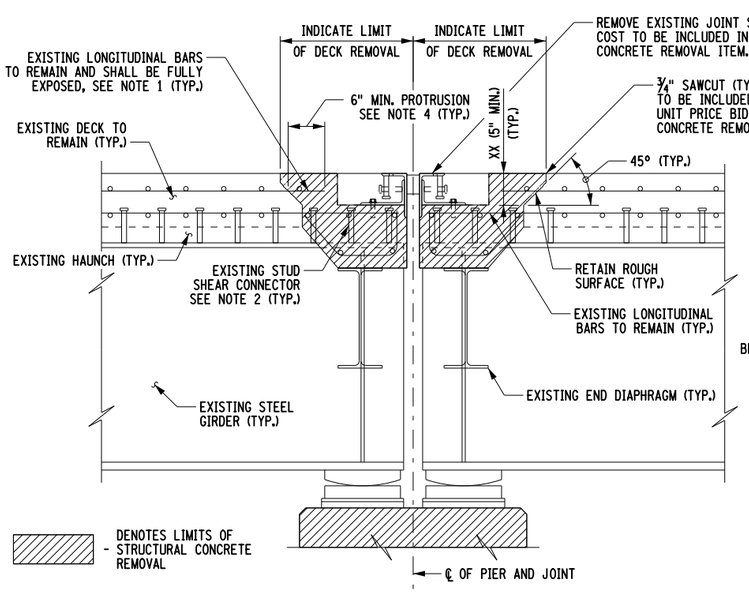


NOTE: PIER WALL AND BARRIER'S EMBEDMENT INTO FINISHED GRADE ARE NOT SHOWN.

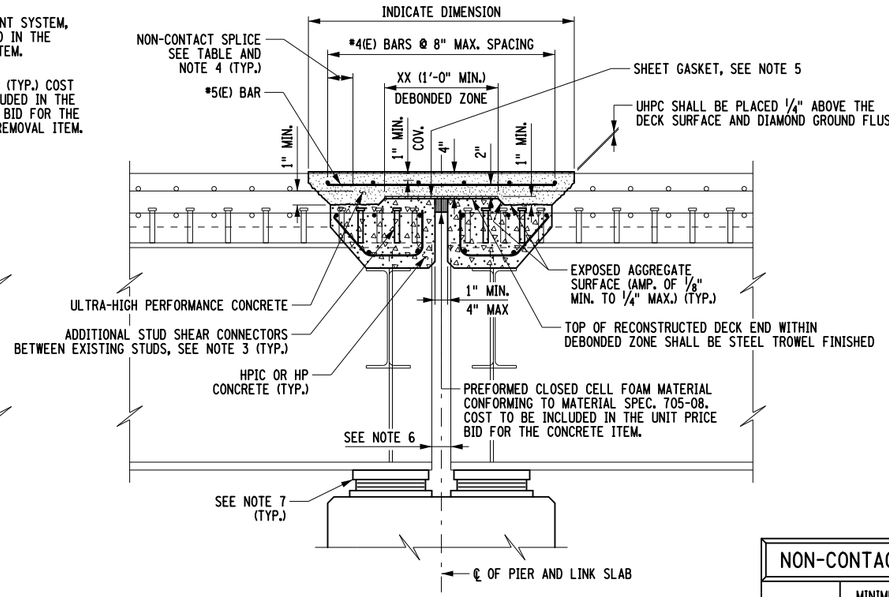
ISOMETRIC OF BARRIER TRANSITION

FILE NAME = BD-RCB8_2021-R0E0.dgn
DATE/TIME = 12-AUG-2021 10:14

REVISED	NEW YORK STATE OF OPPORTUNITY.	Department of Transportation Office of Structures
ERRATA	BARRIER TO PIER TRANSITION DETAILS	
APPROVED: / / ORIGINAL SIGNED BY: DEPUTY CHIEF ENGINEER (STRUCTURES)	ORIGINAL ISSUED UNDER EB CURRENT ISSUED UNDER EB EFFECTIVE WITH THE LETTING OF / /	



EXISTING SECTION



PROPOSED SECTION

UHPC LINK SLAB DETAILS
JOINT REPLACEMENT

NON-CONTACT SPLICE TABLE			
MAXIMUM BAR SIZE	MINIMUM SPLICE LENGTH	CLEAR SPACING	
		MINIMUM	MAXIMUM
NO. 5	4"	1¼"	4"
NO. 6	5"	1½"	5"

DESIGNER NOTES:

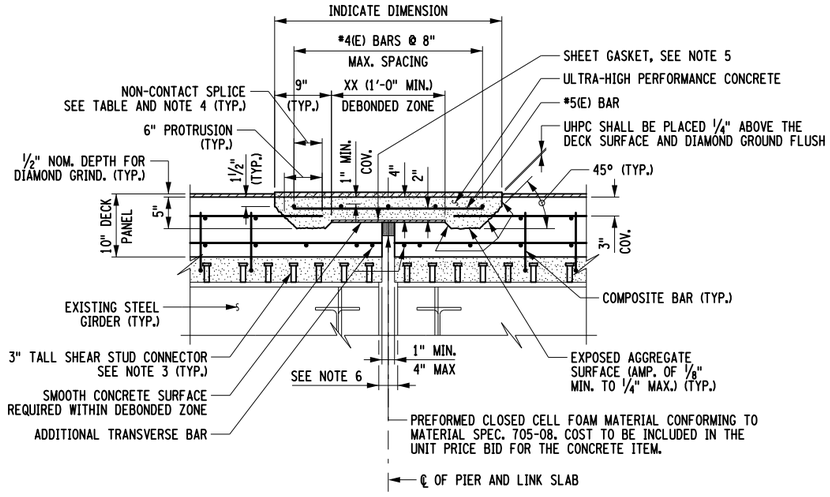
THE EPOXY COATED BARS SHOWN MAY NEED TO BE CHANGED TO MEET THE REINFORCEMENT CORROSION PROTECTION REQUIREMENTS SPECIFIED IN THE BRIDGE MANUAL.

THE MINIMUM GIRDER END GAP SHALL BE INDICATED IN THE NOTES. THIS GAP SHALL BE MAXIMIZED TO THE LARGEST EXTENT FEASIBLE WHILE CONSIDERING THE EXISTING GAP, ALLOWANCES FOR MINOR AMOUNTS OF SUPERSTRUCTURE MOVEMENT/SHIFTING DURING CONSTRUCTION OPERATIONS, AND PREVENTING THE GIRDER'S BOTTOM FLANGES FROM CONTACTING EACH OTHER WHEN ADJOINING SPANS ARE SIMULTANEOUSLY SUBJECT TO LIVE LOADS.

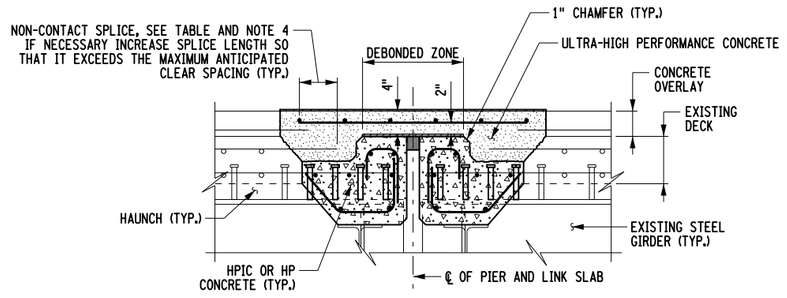
THE PRECAST DECK PANELS DETAIL DEPICTS TRADITIONAL REINFORCEMENT AND A STANDARD UHPC HAUNCH. THIS DETAIL SHALL BE MODIFIED WHEN USING ISOTROPIC REINFORCEMENT AND/OR A LOW PROFILE HAUNCH.

WHEN USING AN ASPHALT OVERLAY, IT SHALL BE PLACED OVER THE UHPC LINK SLAB. PLACING THE UHPC 0.25 INCHES ABOVE THE CONCRETE DECK SURFACE AND GRINDING FLUSH IS STILL REQUIRED.

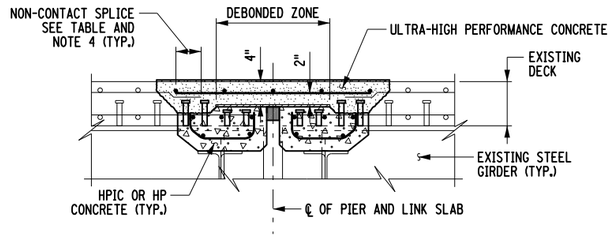
SCHEMATIC DETAILS ARE ONLY INTENDED TO SHOW ACCEPTABLE MODIFICATIONS TO THE LINK SLAB, AND DECK END, GEOMETRY FOR VARIOUS EXISTING CONDITIONS. ALL OF THE REQUIREMENTS AND ANNOTATIONS PROVIDED IN THE UHPC LINK SLAB JOINT REPLACEMENT DETAILS SHALL APPLY AND BE SHOWN ON THE CONTRACT PLANS.



UHPC LINK SLAB DETAIL
PRECAST DECK PANELS
(DECK REPLACEMENT SHOWN, NEW SUPERSTRUCTURE SIMILAR)



SCHEMATIC UHPC LINK SLAB DETAIL
JOINT REPLACEMENT - CONCRETE OVERLAY



SCHEMATIC UHPC LINK SLAB DETAIL
JOINT REPLACEMENT - WITHOUT GIRDER HAUNCH

NOTES:

1. WHERE EXISTING BARS ARE DAMAGED DURING REMOVAL OF EXISTING DECK CONCRETE, DRILL AND GROUT *5(E) DOWELS CENTERED BETWEEN EXISTING DECK BARS TO MATCH SPACING AT NO COST TO THE STATE. GROUT MATERIAL CONFORMING TO NYS MATERIAL SPECIFICATION 701-05 INSTALLED IN ACCORDANCE WITH THE NYS STANDARD SPECIFICATION SECTION 586-3.01. NON-DESTRUCTIVE INVESTIGATION AND PULLOUT TEST NOT REQUIRED.
2. EXISTING STUD SHEAR CONNECTORS MAY REMAIN UNLESS THEY INTERFERE WITH THE DEBONDED ZONE OF THE UHPC LINK SLAB.
3. STUD SHEAR CONNECTOR SPACING UNDERNEATH THE LINK SLAB SHALL NOT EXCEED 5 INCHES IN ANY DIRECTION. THE USE OF OTHER TYPES OF SHEAR CONNECTORS ARE PROHIBITED.
4. LONGITUDINAL REINFORCEMENT SPLICES ARE NOT PERMITTED IN THE DEBONDED ZONE.
5. COMPRESSED SYNTHETIC SHEET GASKET (0.0625 INCH THICK SHEET, TREATED BOTH SIDES), CONFORMING TO MATERIAL SPECIFICATION 728-06, SHALL COVER THE ENTIRE SURFACE OF RECONSTRUCTED DECK ENDS, OR PRECAST PANEL ENDS, WITHIN THE DEBONDED ZONE. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE CONCRETE ITEM.
6. A MINIMUM GIRDER END GAP OF ___ INCHES SHALL BE PROVIDED BETWEEN ADJACENT SPANS. THIS MUST BE VERIFIED PRIOR TO POURING THE LINK SLAB. ANY ADJUSTMENTS REQUIRED SHALL BE MADE AT NO ADDITIONAL COST TO THE STATE.
7. UPON INSTALLATION OF THE PROPOSED BEARINGS, THE CONTRACTOR SHALL INSTALL TEMPORARY BLOCKING TO ENSURE GLOBAL STABILITY OF THE ENTIRE SUPERSTRUCTURE SYSTEM PRIOR TO THE INSTALLATION OF THE LINK SLAB(S). THE CONTRACTOR SHALL SUBMIT THE TEMPORARY BLOCKING PROCEDURE TO THE DCES FOR APPROVAL PRIOR TO THE REMOVAL OF THE EXISTING BEARINGS. THE COST OF TEMPORARY BLOCKING SHALL BE INCLUDED IN THE BEARING REMOVAL ITEMS. AS PART OF THE SUBMITTAL, THE CONTRACTOR MUST SUBMIT A SCHEDULE FOR CHECKING THAT THE BLOCKING MECHANISMS INSTALLED ARE FUNCTIONING AS INTENDED, AND FOR PERFORMING ROUTINE MAINTENANCE, SUCH AS MAKING ADJUSTMENTS FOR THE SUPERSTRUCTURE'S THERMAL MOVEMENTS, FOR THE DURATION OF THE TIME THAT THEY REMAIN IN PLACE.
8. IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 565-3.05 AND AFTER ALL LINK SLABS HAVE CURED FOR A MINIMUM OF SEVEN DAYS, THE ALIGNMENT OF ALL EXPANSION BEARINGS SHALL BE MEASURED AND ADJUSTMENTS MADE IF REQUIRED.
9. (E) DENOTES EPOXY COATED BARS.

REVISED	NEW YORK STATE OF OPPORTUNITY. Department of Transportation Office of Structures	
	UHPC LINK SLAB DETAILS (1 OF 2)	
ERRATA	APPROVED: / / ORIGINAL SIGNED BY DEPUTY CHIEF ENGINEER (STRUCTURES)	ORIGINAL ISSUED UNDER EB CURRENT ISSUED UNDER EB EFFECTIVE WITH THE LETTING OF / /

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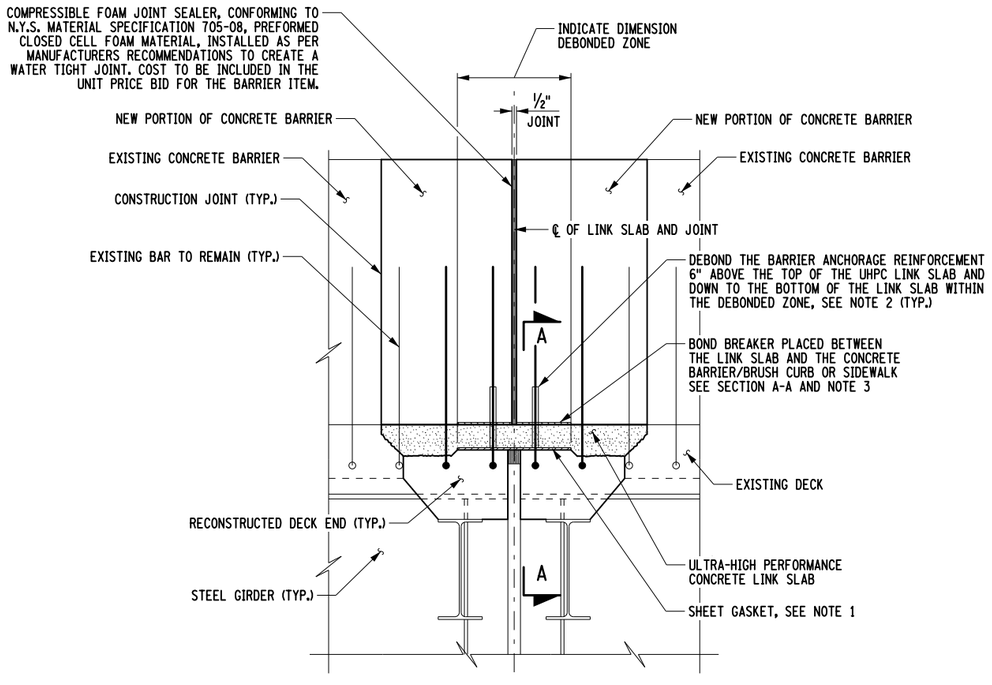
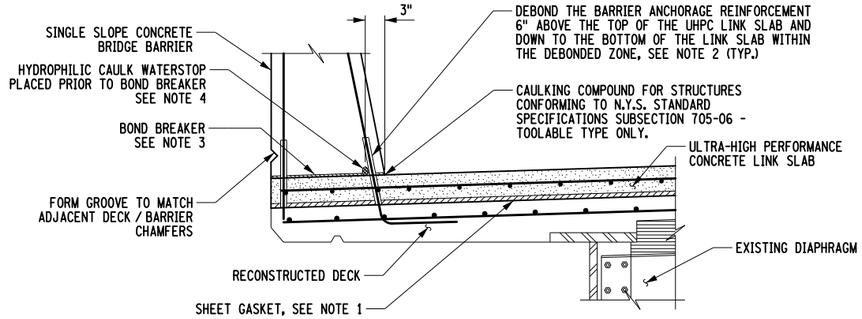
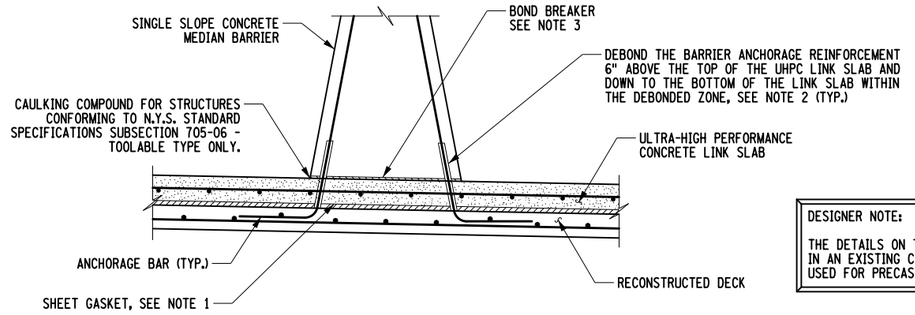
DATE/TIME = 07-JUL-2020 10:09



ELEVATION
RELIEF JOINT OVER UHPC LINK SLAB
(SINGLE SLOPE CONCRETE BARRIER SHOWN, SIDEWALK AND BRUSH CURB SIMILAR)



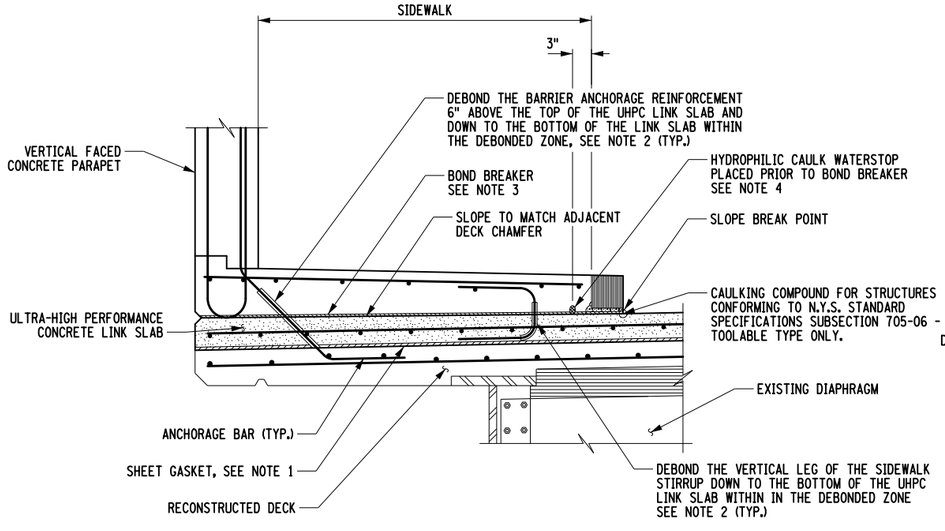
SECTION A-A
(SINGLE SLOPE CONCRETE BRIDGE BARRIER)



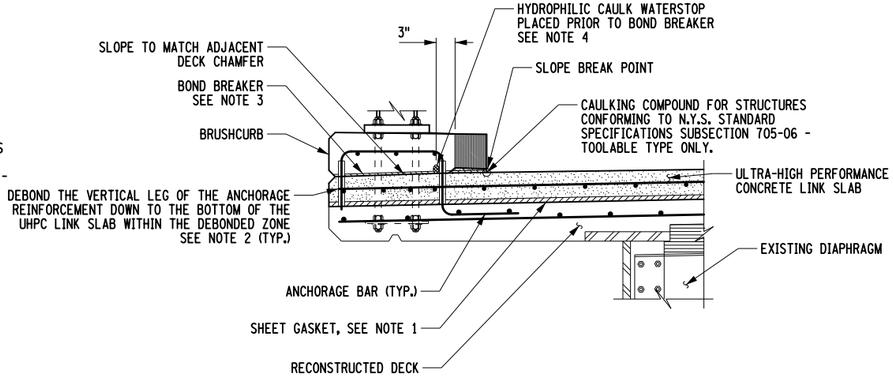
SECTION A-A
(SINGLE SLOPE CONCRETE MEDIAN BARRIER)

DESIGNER NOTE:

THE DETAILS ON THIS DRAWING DEPICT A UHPC LINK SLAB INSTALLED IN AN EXISTING CAST-IN-PLACE DECK. SIMILAR DETAILS SHALL BE USED FOR PRECAST DECK PANELS.



SECTION A-A
(VERTICAL FACED CONCRETE PARAPET WITH SIDEWALK)



SECTION A-A
(STEEL BRIDGE RAIL WITH BRUSH CURB)

NOTES:

1. COMPRESSED SYNTHETIC SHEET GASKET (0.0625 INCH THICK SHEET, TREATED BOTH SIDES), CONFORMING TO MATERIAL SPECIFICATION 728-06, SHALL COVER THE ENTIRE SURFACE OF RECONSTRUCTED DECK ENDS, OR PRECAST PANEL ENDS, WITHIN THE DEBONDED ZONE. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE CONCRETE ITEM.
2. DEBOND ALL REINFORCEMENT THAT EXTENDS OUT OF THE UHPC LINK SLAB WITHIN THE DEBONDED ZONE AS INDICATED IN THE DETAILS. DEBONDING SHALL BE ACCOMPLISHED BY WRAPPING BARS WITH A MINIMUM OF 3 LAYERS OF HEAVY DUTY DUCT TAPE.
3. BOND BREAKER USED AT THE INTERFACE OF THE LINK SLAB AND BARRIER, SIDEWALK, OR BRUSH CURB SHALL BE SIKA BONDBREAKER W, WAX BASED BOND BREAKER MATERIAL, OR APPROVED EQUAL.
4. THE COST OF THE HYDROPHILIC CAULK/SEAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE LINK SLAB CONCRETE ITEM. THE CAULK/SEAL MANUFACTURER AND INSTALLATION SHALL BE APPROVED BY THE ENGINEER. THE HYDROPHILIC CAULK/SEAL SHALL BE PROTECTED FROM THE APPLICATION OF THE BOND BREAKER MATERIAL.
5. THE BARS SHOWN IN THE BARRIER ARE THE ANCHORAGE BARS ORIGINATING IN THE DECK. FOR BARRIER REINFORCEMENT DETAILS SEE THE BD-RCB SERIES.

REVISED	NEW YORK STATE OF OPPORTUNITY.	Department of Transportation Office of Structures
		UHPC LINK SLAB DETAILS (2 OF 2)
ERRATA	APPROVED: / / ORIGINAL SIGNED BY _____ DEPUTY CHIEF ENGINEER (STRUCTURES)	ORIGINAL ISSUED UNDER EB CURRENT ISSUED UNDER EB EFFECTIVE WITH THE LETTING OF / /

FILE NAME = BD_SS19_2020_R0EB.dgn
DATE/TIME = 07-JUL-2020 10:10

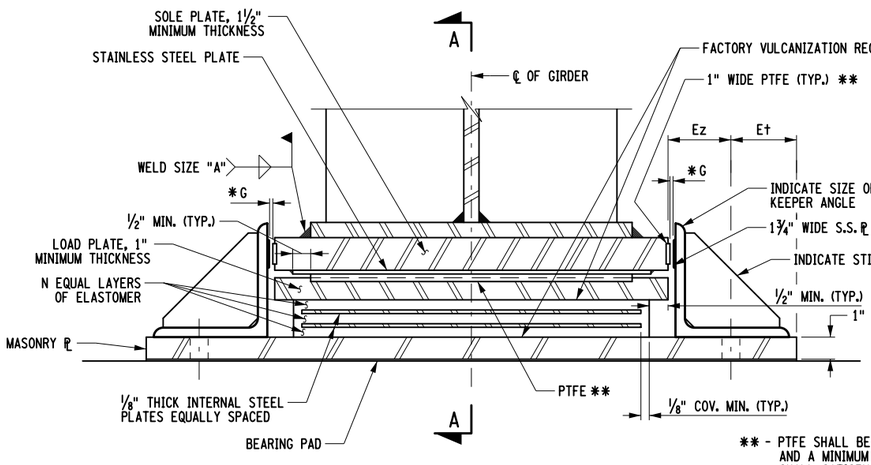
SLIDING EXPANSION ELASTOMERIC BEARING (TYPE E.B.) TABLE

LOCATION	ITEM NO.	QUANTITY REQUIRED	D.L. + S.D.L. (kips)	L.L. WITHOUT IMPACT (kips)	TOTAL DESIGN REACTION (kips)	SHAPE FACTOR	ELASTOMER LAYER					hrt	COMP. AREA (SQ. In.)	SHEAR AREA (SQ. In.)	✱ (G) GUIDE CLEARANCE	MASONRY PLATE								ANCHOR STUDS		WELD SIZE		WASHER PLATE		SOLE PLATE				LOAD PLATE			BRG. H
							THK/LAYER	NO. LAYERS	L	W	D					Wm	Lm	Tm	Et	El	Ez	Am	Bm	DIA.	STUDS/BRG.	A	B	AWp	BWp	Ws	Ls	T1	T2	Wl	Ll	Tl	

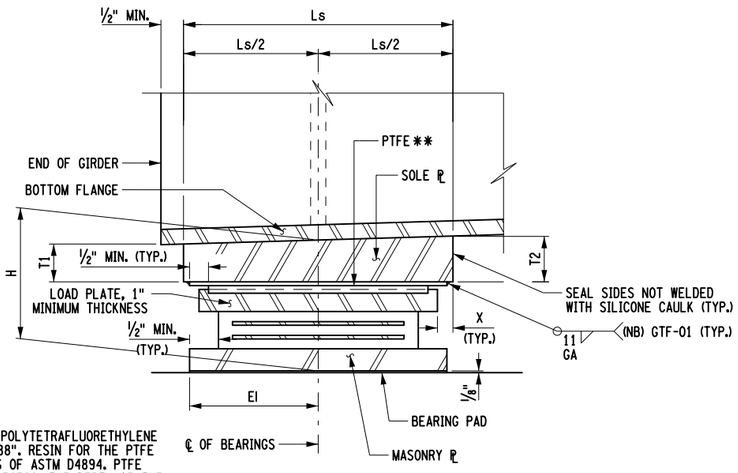
TABLE DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

T2 IS UPSTATION OF T1.

✱ - STANDARD GUIDE CLEARANCE SHALL BE 1/8" FOR STRUCTURES LESS THAN 40' WIDE. FOR STRUCTURES WIDER THAN 40' OR CURVED STRUCTURES WHERE LATERAL MOVEMENTS ARE EXPECTED, THE DESIGNER SHALL SPECIFY THE REQUIRED "GUIDE CLEARANCE".

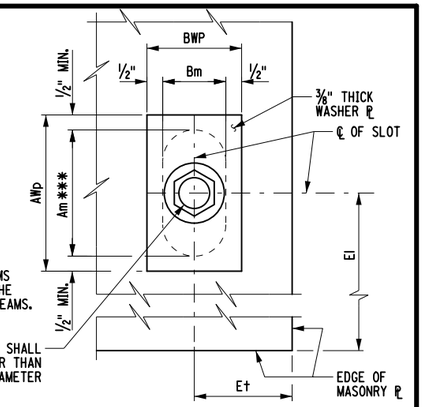


ELEVATION
TYPICAL SLIDING EXPANSION BEARING



SECTION A-A

** - PTFE SHALL BE VIRGIN, UNFILLED POLYTETRAFLUORETHYLENE AND A MINIMUM THICKNESS OF 0.188". RESIN FOR THE PTFE SHALL SATISFY THE REQUIREMENTS OF ASTM D4894. PTFE SHALL BE SET INTO A MACHINED RECESS. THE DEPTH OF THE MACHINED RECESS SHALL BE 1/2 THE THICKNESS OF THE PTFE. PTFE SHALL BE PURCHASED ETCHED ON ONE SIDE FOR BONDING INTO MACHINED RECESS. STEEL MATING SURFACES OF PTFE SHALL BE GRIT BLASTED AND DEGREASED PRIOR TO APPLICATION OF ADHESIVE. ADHESIVE SHALL BE APPLIED AS PER THE ADHESIVE MANUFACTURER. CORNERS OF THE PTFE SHALL BE FILLETED TO ACCOMMODATE THE RADIUS OF THE MACHINED RECESS.



*** - LENGTH OF SLOT SHALL BE PARALLEL TO STRAIGHT BEAMS AND ALONG THE CHORD TO THE FIXED BEARING ON CURVED BEAMS.

TYPICAL SLOTTED HOLE DETAIL
MASONRY PLATE

DESIGNER NOTES:

RECTANGULAR ELASTOMERIC BEARING PADS SHALL BE ORIENTED SUCH THAT THE BEARING PAD'S LONG EDGE PARALLELS THE GIRDER'S PRIMARY AXIS OF ROTATION.

ANCHOR STUD SHALL BE 1" DIA. MINIMUM. FOR ANCHOR STUD DETAILS, SEE BD-BG6E.

DESIGNER SHALL DETERMINE SIZE OF SOLE PLATE TO FLANGE WELD (A). OTHER METHODS OF ATTACHMENT ARE ALLOWED AS AN ALTERNATE WITH D.C.E.S. APPROVAL. SEE BD-BG6E FOR DETAILS.

X = MAXIMUM DESIGN MOVEMENT ROUNDED UP TO THE NEXT ½".

MINIMUM EDGE DISTANCES FOR DESIGN:
Et = 1.75 X STUD DIA. + 1¼"
El = 1.75 X STUD DIA. + 1½"
Øm = STUD DIA. + ⅜"

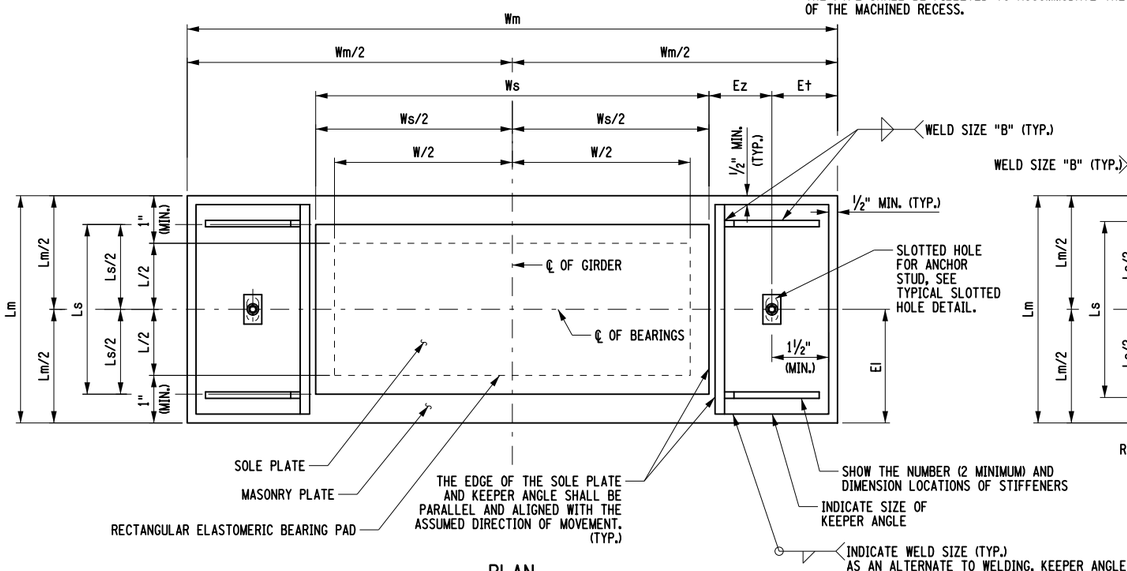
MIN. CLEARANCE FROM ℄ OF ANCHOR STUD TO SOLE ℄ = Ez = STUD DIA. + ⅜".

hrt = TOTAL ELASTOMER HEIGHT (NUMBER OF ELASTOMER LAYERS x HEIGHT OF 1 LAYER)

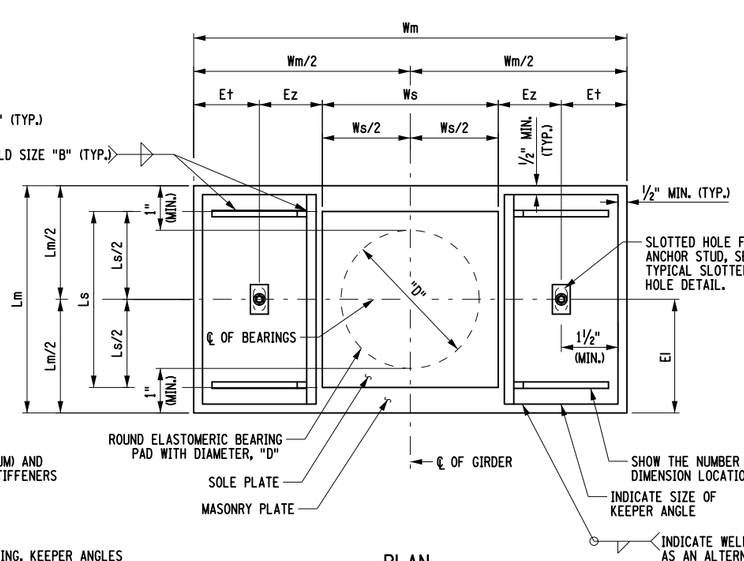
A TAPERED SOLE PLATE MAY BE REQUIRED WHEN THE BOTTOM OF THE BEAM/GIRDER AND THE TOP OF BEARINGS ARE NOT PARALLEL TO EACH OTHER. THE SOLE PLATE SHALL BE TAPERED IF EITHER OF THE FOLLOWING CONDITIONS EXIST:
1) LONGITUDINAL GRADE OF THE BOTTOM FLANGE IS ONE PERCENT OR MORE.
2) THE REQUIRED TAPER IS ⅛" OR MORE.

DO NOT INCLUDE THE BEARING PAD THICKNESS WHEN CALCULATING THE BEARING HEIGHT (H).

DESIGNERS SHALL USE 50 OR 60 DUROMETER HARDNESS IN THE BEARING DESIGN AND FILL IN DUROMETER USED IN THE NOTE BELOW.



PLAN
TYPICAL RECTANGULAR SLIDING EXPANSION BEARING



PLAN
TYPICAL CIRCULAR SLIDING EXPANSION BEARING

NOTES:

THE BEARINGS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 565 UNLESS OTHERWISE NOTED.

ALL ELASTOMER SHALL BE _____ DUROMETER HARDNESS ON THE SHORE A SCALE.

ALL STEEL EXCEPT THE INTERNAL STEEL PLATES SHALL CONFORM TO ASTM A709, GR. 50, UNLESS OTHERWISE NOTED.

BEARING PADS SHALL CONFORM TO ONE OF THE FOLLOWING MATERIAL SPECIFICATIONS: 728-01, 728-02 OR 728-03.

INSTALLATION ALIGNMENT:
THE MAXIMUM VARIATION FROM PERFECT ALIGNMENT UNDER FULL DEAD LOAD SHALL NOT EXCEED ⅜". THIS VARIATION SHALL BE MEASURED AS THE HORIZONTAL DISTANCE BETWEEN THE CENTERLINE OF THE HIGHEST ELASTOMER SURFACE AND THE CENTERLINE OF THE LOWEST ELASTOMER SURFACE.

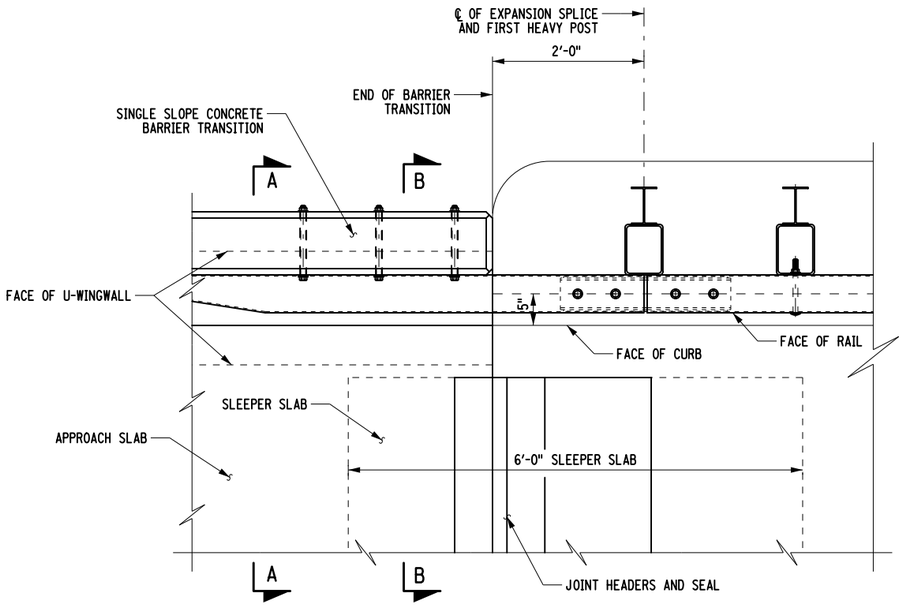
CONCRETE SURFACES UNDER THE BEARINGS SHALL CONFORM TO SUBSECTION 565-3.02 "CONCRETE BEARING SURFACE PREPARATION" OF THE NEW YORK STATE STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS.

THE BEARING PAD, ANCHOR STUDS WASHER PLATES AND NUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.

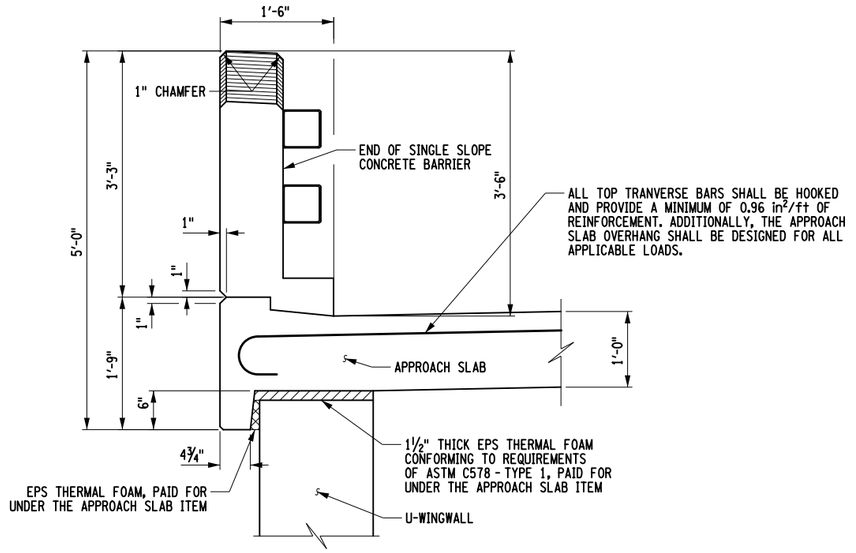
ALL STAINLESS STEEL PLATES SHALL BE ASTM A240 TYPE 304, #8 AND 2B FINISH, AND A MINIMUM THICKNESS OF 0.12".

REVISED	NEW YORK STATE OF OPPORTUNITY.	Department of Transportation Office of Structures
	ELASTOMERIC BEARINGS WITH SLIDING PLATE (TYPE EB) - EXPANSION	
ERRATA		
APPROVED: / / ORIGINAL SIGNED BY:	ORIGINAL ISSUED UNDER EB	
DEPUTY CHIEF ENGINEER (STRUCTURES)	CURRENT ISSUED UNDER EB EFFECTIVE WITH THE LETTING OF / /	

FILE NAME = BD-BG7_2020-R0EB.dgn
DATE/TIME = 31-MAY-2022 12:42



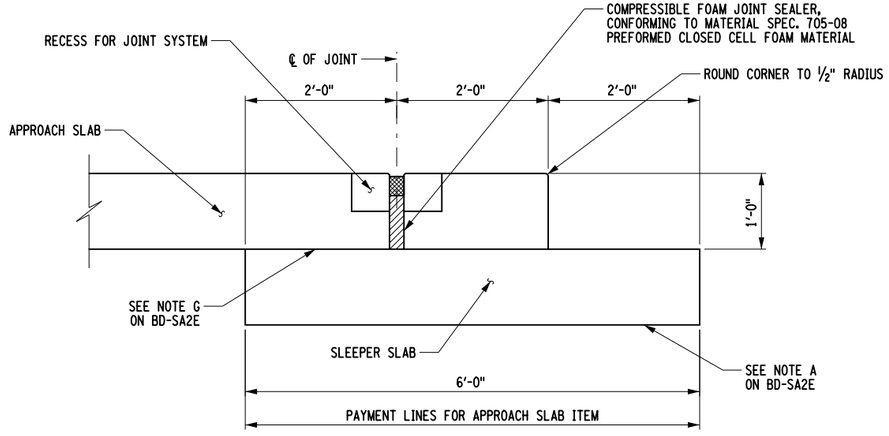
PLAN



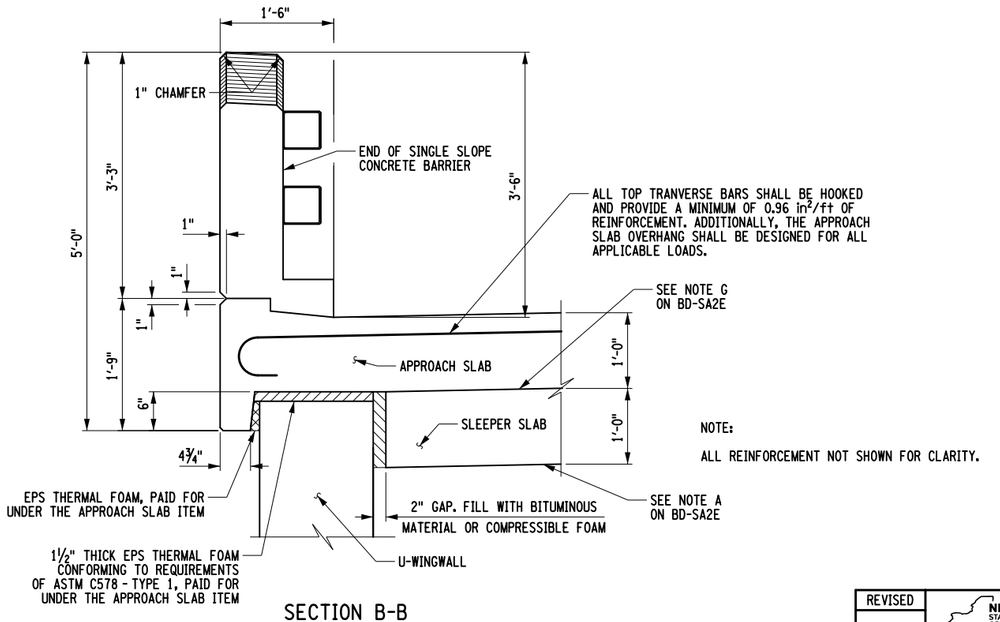
SECTION A-A

NOTE:

ALL REINFORCEMENT NOT SHOWN FOR CLARITY.



ELEVATION



SECTION B-B

NOTE:

ALL REINFORCEMENT NOT SHOWN FOR CLARITY.

REVISED	NEW YORK STATE OF OPPORTUNITY.	Department of Transportation Office of Structures
	SINGLE SLOPE BARRIER ON APPROACH SLAB AT U-WINGWALL DETAILS	
ERRATA		
APPROVED: / / ORIGINAL SIGNED BY: DEPUTY CHIEF ENGINEER (STRUCTURES)	ORIGINAL ISSUED UNDER EB CURRENT ISSUED UNDER EB EFFECTIVE WITH THE LETTING OF / /	

FILE NAME = BD-SA9_2022-R0E0.dgn
DATE/TIME = 30-AUG-2022 17:51

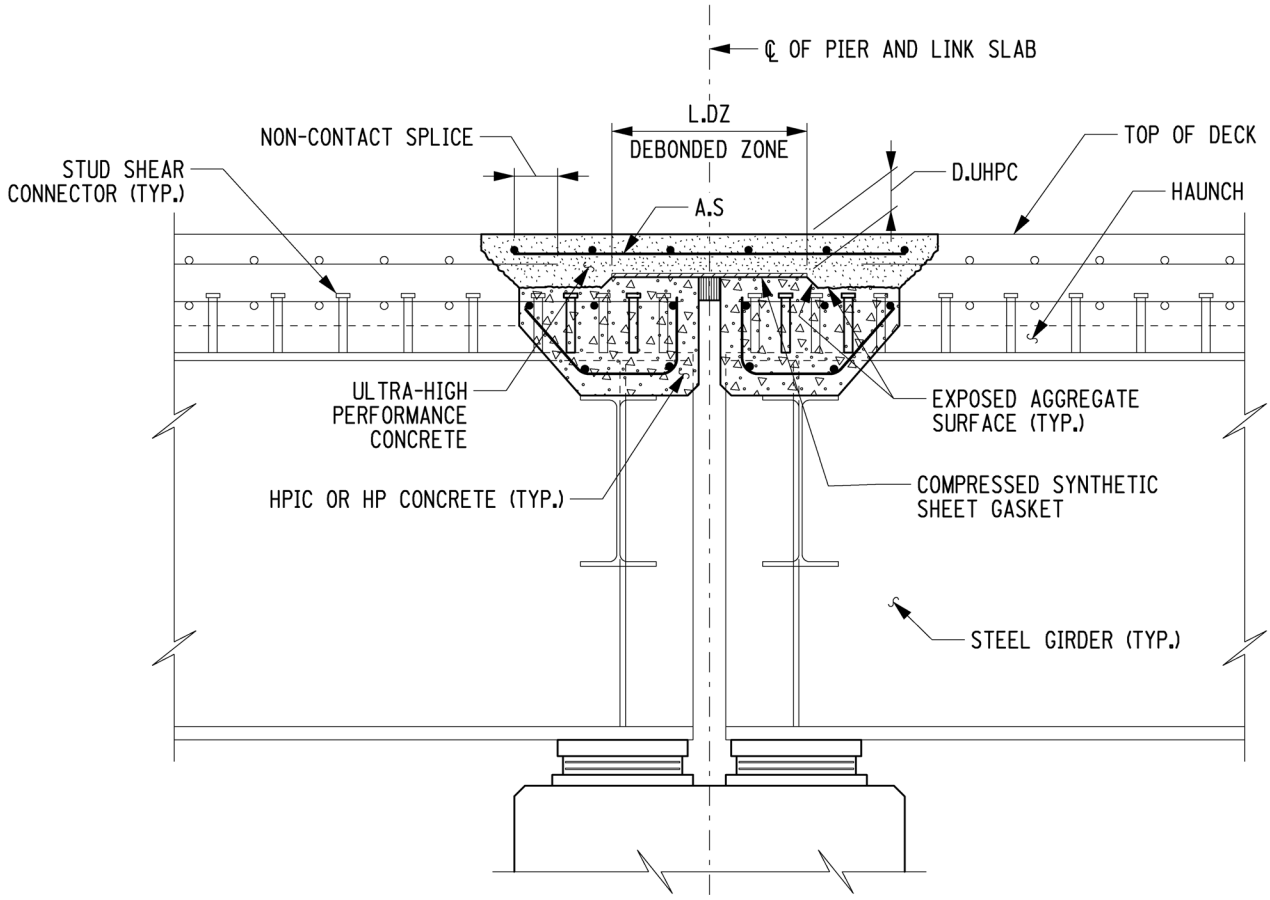
UHPC Link Slab Design

EXAMPLE

The NYSDOT Office of Structures has developed an innovative link slab design utilizing Ultra-High Performance Concrete (UHPC). The results of our investigation into the behavior of UHPC link slabs showed that the force required to strain the UHPC in pure tension is extremely large and nearly all of the translation, due to the girder's end rotation, will occur at the bearings. Therefore, the link slab design assumes that the UHPC section is subject to bending only. Although not accounted for in the design of the link slab, due to the conservative approach taken for bending, the link slab also acts as a semi-rigid link that transfers lateral loads between spans.

Our design uses a strain based analysis, where the extreme fiber tensile strain in the UHPC is determined by the amount of girder end rotation, under the assumption of linearly elastic flexural behavior. Using stress-strain relationships, the location of the neutral axis is found through an iterative algorithm. Upon convergence of the assumed and calculated neutral axis location, the tensile strain and compressive stress in the UHPC, along with the stress in the longitudinal steel reinforcement, is computed and compared to allowable values.

In tension, UHPC develops closely spaced micro-cracks as a result of its high strength steel fibers being dispersed throughout a matrix of fine aggregates and supplementary cementitious materials. Due to this unique tensile behavior, UHPC has the ability to withstand ultimate tensile strains up to 0.007. It is this attribute that allows UHPC link slabs to accommodate the girder's end rotations within a relatively short length. For design, a maximum strain of 0.0035 at the extreme tensile fiber was chosen in order to limit the crack widths to a level that will not permit the penetration of moisture and chlorides, ensuring a highly durable solution for the elimination of deck joints.



EXAMPLE

User Inputs

- Indicates user input

$f_y := 60ksi$ reinforcement yield strength

$E_s := 29000ksi$ reinforcement modulus of elasticity (LRFD 5.4.3.2)

$A_s := \frac{0.31in^2}{8in} = 0.47 \cdot \frac{in^2}{ft}$ area of longitudinal reinforcement at joint

$\theta_{LL} := 0.00506rad$ unfactored live load girder end rotation (use average rotation of linked spans if they are not equal)

$L_{dz} := 16in$ debonded zone length

$d_{bf} := 6.32ft$ vertical distance from top of deck to bottom of bottom flange

Note: The following inputs are standard and not editable by the user.

$E_c := 8000ksi$ UHPC compressive modulus of elasticity

$f_{uhpc.t.all} := 1.2ksi$ UHPC tensile cracking stress

$f_{uhpc.c.all} := -14ksi$ maximum allowable UHPC compressive stress

$\varepsilon_{uhpc.t.all} := 3500\ 10^{-6}$ maximum allowable UHPC tensile strain

$d_{uhpc} := 4in$ depth of UHPC

Flexural Analysis of Link Slab

$b := 1ft$ width of section

$h := d_{uhpc} = 4.0 \cdot in$ depth of UHPC

$A_s := A_s \cdot b = 0.47 \cdot in^2$ area of reinforcement within section

$f_t := f_{uhpc.t.all} = 1.2 \cdot ksi$ assumed maximum tensile stress of UHPC

$\theta := 1.75 \cdot \theta_{LL} = 0.51 \cdot deg$ Strength I girder end rotation

iterative algorithm to determine distance from bottom of section to neutral axis

$eci \leftarrow 1\ 10^{-6}$

$ec \leftarrow 1$

$i \leftarrow 1$

while $eci < |ec|$

$fc \leftarrow eci \cdot E_c$

$c \leftarrow \frac{\sqrt{A_s^2 \cdot E_s^2 \cdot eci^2 + fc \cdot A_s \cdot E_s \cdot b \cdot h \cdot eci + b^2 \cdot f_t^2 \cdot h^2} + b \cdot f_t \cdot h - A_s \cdot E_s \cdot eci}{b \cdot fc + 2 \cdot b \cdot f_t}$

$ec \leftarrow \frac{-2 \cdot \theta \cdot c}{L_{dz}}$

$eci \leftarrow eci + 0.1\ 10^{-6}$

$i \leftarrow i + 1$

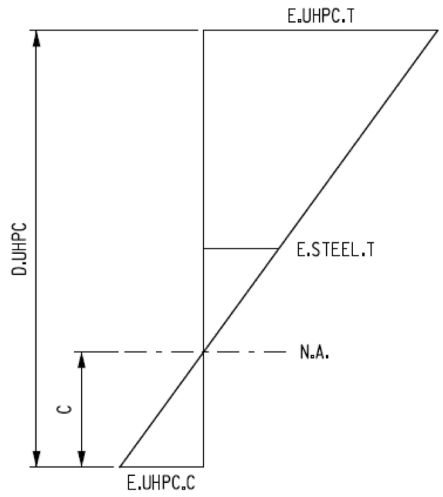
$out \leftarrow$ "Error" if $(c < 0in) \vee (c > d_{uhpc}) \vee \left(\frac{\max(|ec|, eci)}{\min(|ec|, eci)} - 1 > 5\%\right)$

$out \leftarrow c$ otherwise

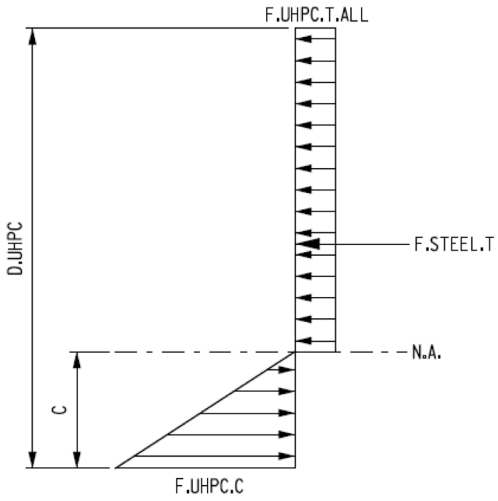
return out

EXAMPLE

Strain Diagram



Stress Diagram



$c = 1.04 \cdot in$ distance from bottom of section to neutral axis

$\varepsilon_{uhpc.t} := \frac{2 \cdot \theta \cdot (d_{uhpc} - c)}{L_{dz}} = 3280 \cdot 10^{-6}$ tensile strain in UHPC

$\varepsilon_{s.t} := \frac{2 \cdot \theta \cdot \left(\frac{d_{uhpc}}{2} - c\right)}{L_{dz}} = 1067 \cdot 10^{-6}$ tensile strain in reinforcement

$f_{s.t} := \varepsilon_{s.t} \cdot E_s = 30.93 \cdot ksi$ tensile stress in reinforcement

$\varepsilon_{uhpc.c} := \frac{-2 \cdot \theta \cdot c}{L_{dz}} = -1147 \cdot 10^{-6}$ compressive strain in UHPC

$f_{uhpc.c} := \varepsilon_{uhpc.c} \cdot E_c = -9.18 \cdot ksi$ compressive stress in UHPC

$d_{gap.min} := 2 \cdot \theta \cdot \left[d_{bf} - (d_{uhpc} - c)\right] = 1.29 \cdot in$ minimum required girder end gap

Analysis Results

$$R = \begin{pmatrix} \text{"Analysis Criteria"} & \text{"Actual"} & \text{"Allowable"} & \text{"Design Ratio"} & \text{"Pass/Fail"} \\ \text{"Tensile Strain in UHPC (με)"} & 3280.41 & 3500.00 & 1.07 & \text{"Pass"} \\ \text{"Stress in Reinforcement (ksi)"} & 30.93 & 60.00 & 1.94 & \text{"Pass"} \\ \text{"Compressive Stress in UHPC (με)"} & -9.18 & -14.00 & 1.53 & \text{"Pass"} \\ \text{"Minimum Girder End Gap (in)"} & \text{"---"} & 1.29 & \text{"---"} & \text{"---"} \end{pmatrix}$$

Restoration Plans

Figure 1: Wetland and Surface Water Restoration Work

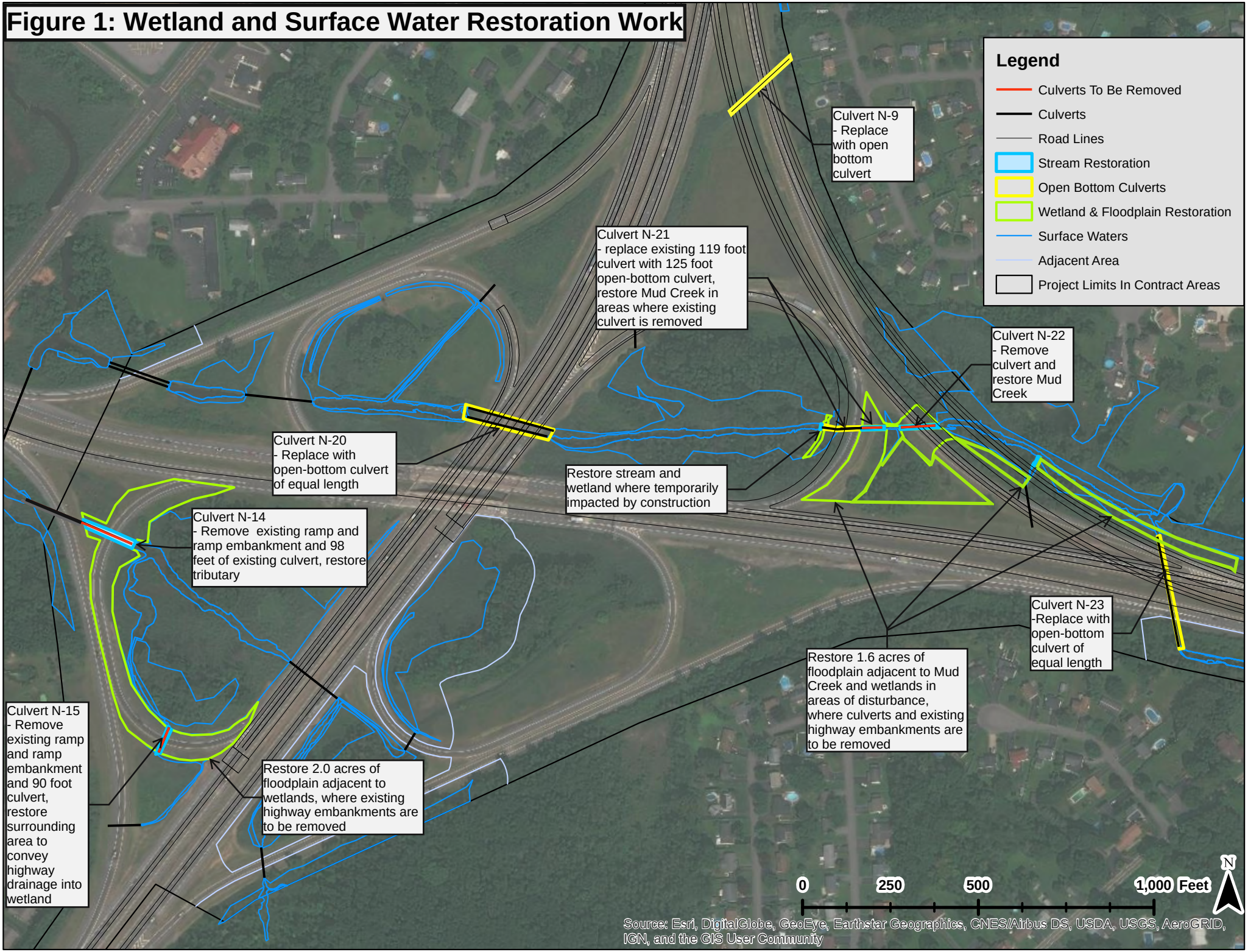
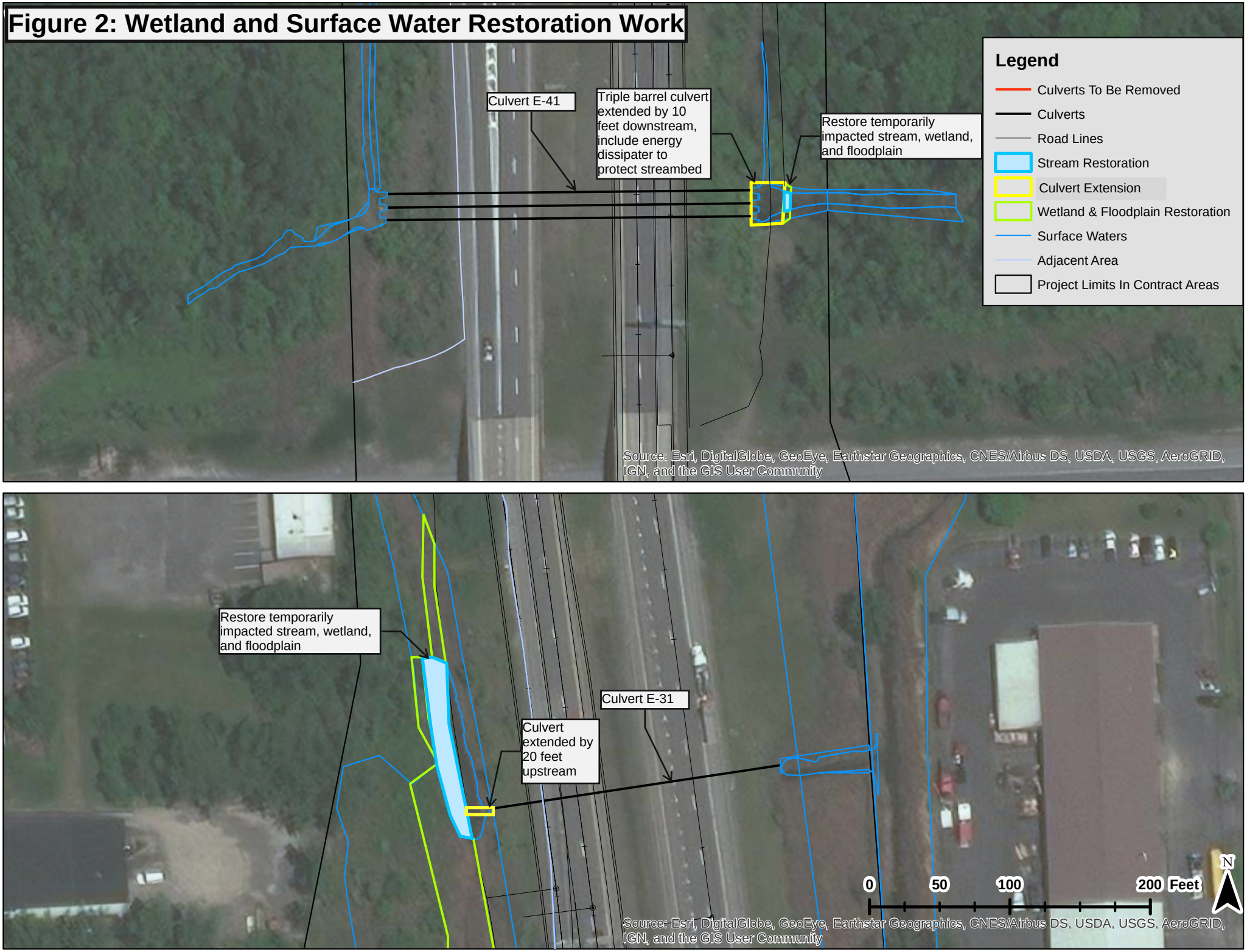


Figure 2: Wetland and Surface Water Restoration Work



Water Resource Mitigation

General Ecology - Culverts	Action Summary	NYSDOT Standard Specifications	Description of Work
Outfall-N-1	Pipe replacement	Section 206 Trench, Culvert, and Structure Excavation	A highway drainage pipe (ex. 24" RCP), Outfall-N-1, that currently outlets into dry swale densely populated with common reed (in triangular interchange area north of Mud Creek/Wetland 10L, where an infiltration or detention basin is proposed) would be reconstructed and extended during HWY ROW reconstruction.
Outfall N-2	Pipe replacement	Section 206 Trench, Culvert, and Structure Excavation, may need Special spec 555.10000006 Abandon Existing Culvert	A highway drainage pipe (ex. 36" CMP), Outfall-N-2, that currently outlets to a steep wet-weather-flow tributary to Mud Creek would be relocated, requiring the construction of a new drainage pipe. There is erosion downstream of the existing outfall; the Design-Builder shall conduct a H&H analysis to ensure no erosion will occur downstream of the new drainage pipe and/or install outfall protection, an energy dissipator, and/or possibly lightly reinforce the ex channel downstream of the outfall. Coordination with the Geotechnical Consultant is recommended.
Culvert E-41	Culvert extension	Section 206 Trench, Culvert, and Structure Excavation, Special spec 553.010001 Coffer Dam	Design-Builder shall extend the existing triple barrel culvert structure 10 feet downstream into the unnamed tributary to North Branch Ley Creek, creating 134 linear feet of additional culvert and reducing the creek length to 40 linear feet, and reduce the surface water area to 400 square feet. The extended culvert outfall shall include an energy dissipator or similar to protect the streambed downstream of the culvert from erosion. ~~NYSDEC specifies that the width of the structure shall be 1.25 times the normal width of the streambed. The overall culvert capacity should be able to accommodate expected high flows.~~ There is a special spec for extension of a CMP culvert with a paved invert; this could be potentially be modified for this culvert (603.07911806)
Culvert N-6	Replace with Open Bottom Culvert	Section 206 Trench, Culvert, and Structure Excavation, Special spec 553.010001 Coffer Dam, Section 620 Bank and Channel Protection	Design-Builder shall extend culvert by 21 feet to connect with the existing wetland; at minimum, the culverts must have a width at bankfull (1.25 x Bankfull width) and would be embedded at least 20 percent at the inlet
Culvert N-8	Culvert extension	Section 206 Trench, Culvert, and Structure Excavation, Special spec 553.010001 Coffer Dam, Section 620 Bank and Channel Protection	The Design-Builder shall extend the culvert by 64 feet to accommodate the new HWY ROW and safely convey the South Branch of Pine Grove Brook; ~~at minimum, the culverts must have a width at bankfull (1.25 x Bankfull width) and would be embedded at least 20 percent at the inlet~~
Culvert N-9	Replace with Open Bottom Culvert	Section 206 Trench, Culvert, and Structure Excavation	The Design-Builder shall replace the existing culvert with an open bottom culvert, and extend the length by 75 feet into the triangular interchange area to accommodate the new highway geometry
Culvert N-14	Demolish ramp, ramp embankment, and 98 feet of existing culvert	Section 206 Trench, Culvert, and Structure Excavation, Special spec 555.10000006 Abandon Existing Culvert	The Design-Builder shall remove the existing ramp and culvert and grade the areas in order to implement the Restoration Plan. Culvert N-14 is currently 234 linear feet, 98 linear feet of which would be removed from the demolition area (the remainder of the pipe is needed to maintain drainage patterns under the remaining HWY ROW ramp.)
Culvert N-15	Demolish ramp, ramp embankment, and existing 90 foot Culvert	Section 206 Trench, Culvert, and Structure Excavation, Special spec 555.10000006 Abandon Existing Culvert	The Design-Builder shall remove the existing ramp and 80 foot long culvert and grade the areas in order to implement the Restoration Plan.
Culvert N-20	Replace with Open Bottom Culvert	Section 206 Trench, Culvert, and Structure Excavation, Special spec 553.010001 Coffer Dam	The Design-Builder shall replace the existing culvert with an open bottom culvert. At minimum, the culvert must have a width at bankfull (1.25 x Bankfull width) and would be embedded at least 20 percent at the inlet. Design-Builder shall use H&H modeling to ensure sufficient capacity for bankfull storm event and flood events. Current culvert sizes may be too small. Inlets and outlets need to be embedded in the embankment and protected with riprap to prevent scour - H&H modeling will help determine erosive forces and extent of protection needed. Any area disturbed during construction shall be stabilized after.
Culvert N-21	Replace with Open Bottom Culvert, further downstream from original culvert, to accommodate new ROW geometry	Section 206 Trench, Culvert, and Structure Excavation, Special spec 553.010001 Coffer Dam	The Design-Builder shall replace the existing culvert with an open bottom culvert. At minimum, the culvert must have a width at bankfull (1.25 x Bankfull width) and would be embedded at least 20 percent at the inlet. The Design-Builder shall shift the Culvert N-21 downstream. The open bottom culvert would be 6 feet longer than the existing culvert. It would result in a decrease in length to the section of Mud Creek between N-21 and N-20, which is currently 839 linear feet (0.40 acres) and would be reduced to 795 linear feet (0.38 acres). This would result in a 44 linear foot decrease in length, or 0.02 acres of surface water.
Culvert N-23 and N-21	Bridge and retaining wall construction	Section 206 Trench, Culvert, and Structure Excavation, Special spec 553.010001 Coffer Dam	The Design-Builder shall construct a new bridge between the existing N-23 and N-21 culverts. The Design-Builder shall avoid bridge construction in any portions of Mud Creek and shall avoid raising the floodplain where possible.
Culvert N-23	Replace with Open Bottom Culvert	Section 206 Trench, Culvert, and Structure Excavation, Special spec 553.010001 Coffer Dam	The Design-Builder shall replace the existing culvert with an open bottom culvert of equal length. At minimum, the culvert must have a width at bankfull (1.25 x Bankfull width) and would be embedded at least 20 percent at the inlet. Design-Builder shall size culverts using H&H modeling to ensure sufficient capacity for bankfull storm event and flood events. Current culvert sizes may be too small. Inlets and outlets need to be embedded in the embankment and protected with riprap to prevent scour - H&H modeling will help determine erosive forces and extent of protection needed. Any area disturbed during construction shall be stabilized after.

Floodplain Restoration associated with removal of existing ramp, ramp embankment, and culverts N-14 and N-15	Restore 2.0 acres of floodplain associated with a tributary to Mud Creek associated with Culverts N-14 and N-15)	Section 610 - Ground Vegetation - Preparation, Establishment and Management (All subsections except 1.02, 1.03, 1.12, 1.13, 2.03, 2.05, 2.12, and 2.13); Section 611 - Planting, Transplanting And Post Planting Care; Section 713 Landscape Development Materials	The Design-Builder shall develop a Restoration Plan for wetland, channel, and floodplain areas that would be temporarily disturbed during construction and/or for the channel and floodplain areas that have been identified for restoration. One section of the Restoration Plan shall include the restoration of the floodplain. At minimum, 2.0 acres of floodplain would be restored. The Design-Builder shall identify a reference floodplain and justification for its use and present it to NYSDEC for review and approval. One of the goals and objectives will be to grade the land to fully reconnect the adjacent wetland. The Restoration Plan shall establish goals and objectives as part of the Restoration Plan for review and approval by NYSDEC. At minimum, the entire restoration area shall be seeded at a rate specified by 610-3.04. Plugs and vines and groundcovers shall be planted at a rate of 1 plant per 4 sq. feet. Trees and shrubs at a rate of no less than 350 bare root plants per acre. At minimum, herbaceous plugs shall be spaced no more than 18" apart. The Design-Builder shall develop a Monitoring and Adaptive Management Plan as part of the development of the Restoration Plan. The Design-Builder shall follow all permit conditions outlined in the NYSDEC/USACE permits, including the Performance Standards established as part of the Monitoring and Adaptive Management Plan. At minimum, the Performance Standards shall stipulate that plant survival shall not be less than 85% after the five-year monitoring period and shall not be less than 85% for three or more consecutive years within the five-year monitoring period. Invasive species (specifically Phragmites australis) shall not exceed 5% at the end of the five-year monitoring period.
Culvert N-22	Remove culvert and restore 250 feet of Mud Creek and associated wetland	Section 610 - Ground Vegetation - Preparation, Establishment and Management (All subsections except 1.02, 1.03, 1.12, 1.13, 2.03, 2.05, 2.12, and 2.13); Section 611 - Planting, Transplanting And Post Planting Care; Section 713 Landscape Development Materials; Special spec for fine channel grading (from Gay's Point project)	The Design-Builder shall develop a Restoration Plan for wetland, channel, and floodplain areas that would be temporarily disturbed during construction and/or for the channel and floodplain areas that have been identified for restoration. One section of the Restoration Plan will include the channel and riparian buffer restoration of Mud Creek. Mud Creek channel restoration will mimic an upstream portion of Mud Creek. The Design-Builder shall select a reference condition and justification for its use as part of its development of the Restoration Plan and the Restoration Plans goals and objectives. Only native species, including native aquatic plants, shall be used in the restoration plan. The Design-Builder shall submit the restoration plan to NYSDEC for approval. The vegetated buffer shall have a minimum width of 50' where space is limited and shall follow the Three Zone Concept outlined in NYSDEC Riparian Buffers guidance (https://www.dec.ny.gov/chemical/106345.html). Where possible, the vegetated buffer shall be 100' wide to meet NYSDEC's riparian corridor guidance. The Design-Builder shall develop a Monitoring and Adaptive Management Plan as part of the development of the Restoration Plan. The Design-Builder shall follow all permit conditions outlined in the NYSDEC/USACE permits, including the Performance Standards established as part of the restoration monitoring plan. At minimum, the Performance Standards shall stipulate that plant survival shall not be lower than 85% after the five year monitoring period and shall not be lower than 85% for three or more consecutive years within the five year period. Invasive species (specifically Phragmites australis) shall not exceed 5% at the end of the five year monitoring period.
Floodplain restoration associated with removal of Culverts N-21 and N-22 and associated existing highway embankments	Restore 1.6 acres of floodplain adjacent to mainstem of Mud Creek	Section 610 - Ground Vegetation - Preparation, Establishment and Management (All subsections except 1.02, 1.03, 1.12, 1.13, 2.03, 2.05, 2.12, and 2.13); Section 611 - Planting, Transplanting And Post Planting Care; Section 713 Landscape Development Materials	The Design-Builder shall develop a Restoration Plan for wetland, channel, and floodplain areas that would be temporarily disturbed during construction and/or for the channel and floodplain areas that have been identified for restoration. One section of the Restoration Plan shall include the restoration of the floodplain. At minimum, 1.6 acres of floodplain would be restored. The Design-Builder shall identify a reference floodplain and present the reference floodplain to NYSDEC for review and approval. One of the goals and objectives will to grade the land to fully reconnect the adjacent wetland. The Restoration Plan shall establish goals and objectives as part of the Restoration Plan for review and approval by NYSDEC. At minimum, the entire restoration area shall be seeded at a rate specified by 610-3.04. Plugs and vines and groundcovers shall be planted at a rate of 1 plant per 4 sq. feet. Trees and shrubs at a rate of no less than 350 bare root plants per acre. At minimum, herbaceous plugs shall be spaced no more than 18" apart. The Design-Builder shall develop a Monitoring and Adaptive Management Plan as part of the development of the Restoration Plan. The Design-Builder shall follow all permit conditions outlined in the NYSDEC/USACE permits, including the Performance Standards established as part of the Monitoring and Adaptive Management Plan. At minimum, the Performance Standards shall stipulate that plant survival shall not be lower than 85% after the five year monitoring period and shall not be lower than 85% for three or more consecutive years within the five year period. Invasive species (specifically Phragmites australis) shall not exceed 5% at the end of the five year monitoring period.

Hazardous Waste Contaminated Materials Additional Information

Watts Architects &Engineers
95 Perry Street
Suite 300
Buffalo, NY 14203
120 East Washington Street
Suite 414
Syracuse, NY 13202
325 Gold Street
Suite 701
Brooklyn, NY 11201

Memorandum

To: File

From: Justin Kellogg, M.S., QEP, Senior Environmental Engineer

Date: May 12, 2022

Subject: I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1
PIN 3501.90, Contract D900054
Hazardous Waste/Contaminated Materials Additional Information for Contract 1 RFP
Watts Project Number 13092

The purpose of this Memorandum is to identify additional information that would assist in the bidding process for the I-81 Viaduct Project - Phase 1, Contract 1 Request for Proposal (RFP).

Hazardous waste/contaminated materials assessments have identified those properties where either contaminated soils and groundwater or underground storage tanks primarily used for petroleum sales are suspected to be present. Information describing the specific sites of concern is found in the Hazardous Waste/Contaminated Materials Screening Assessment Report dated February 2020 and the stand-alone Phase I Environmental Site Assessment for Proposed Noise Walls 16 A/B Memorandum dated May 17, 2021. The aforementioned documents were prepared for a larger project footprint than the Contract 1 project limits. This Memorandum identifies the sites of potential environmental concern that are found within or adjacent to the Contract 1 project limits. Please refer to the abovementioned documents for additional information on the sites of potential environmental concern.

The 18 sites in the table below are in the vicinity of the Design-Build Contract 1 project corridor and were identified as potentially contaminated; however, only one site (3.2.5, CSX: DeWitt Railroad Yard - shown in bold below) is considered to have a high probability of contamination being present.

The 17 other sites in the table below are considered to have a low probability of contamination and are called out as an advisory that the Design-Builder should be on the lookout and aware of the potential for contamination in the vicinity of these sites.

Site ID #	Property Name and Address	Current or Former Use	Potential Environmental Concerns	Notes
3.1.1	I-81: Sutton Dr - I-481 Interchange & I-481: I-81 Interchange - Northern Blvd	Roadway Corridor	Petroleum Contamination	Roadway corridor, spills are too scattered to identify them specifically.

Site ID #	Property Name and Address	Current or Former Use	Potential Environmental Concerns	Notes
3.1.2	Burdick Auto Dealer: 5947 Circle Dr	Automobile Related	Chemical/Solvent Contamination, Petroleum Contamination, Abandoned USTs	Noise barrier installation disturbance is within the ROW and close to highway. Contamination, if present, is likely off the ROW.
3.1.3	Burdick Auto Dealer: 5857-5927 Circle Dr	Automobile Related, USTs	Petroleum Contamination, USTs	Soil disturbance is within the highway ROW and likely tank/spill sites are far from the ROW.
3.1.4	National Grid: 7496 Round Pond Rd	Natural Gas Fueling Station	Chemical/Solvent Contamination, Petroleum Contamination, Abandoned USTs	Disturbed area is within the ROW. Past spills were off of the highway ROW, small and mostly cleaned/closed.
3.1.5	Swift Transportation: 7470 Round Pond Rd	Automobile Related, USTs	Chemical/Solvent Contamination, Petroleum Contamination, Abandoned USTs	Soil disturbance is within the highway ROW and likely tank/spill sites are far from the ROW.
3.1.6	Monroe Tractor & Implement: 7300 Eastman Rd	Automobile Related	Petroleum Contamination	Soil disturbance is within the highway ROW and likely spill sites are far from the ROW.
3.1.7	Lan-Co Companies: 7330 Eastman Rd	Solid Waste Landfill	Chemical/Solvent Contamination, Petroleum Contamination, Abandoned USTs	Soil disturbance is within the highway ROW and likely spill sites are far from the ROW.
3.2.1	I-481: I-90 - Route 592 Interchange	Roadway Corridor	Chemical/Solvent Contamination, Petroleum Contamination	Roadway corridor, spills are too scattered to identify them specifically.
3.2.2	Inficon Inc: 2 Technology Pl	Manufacturing Facility and USTs	Chemical/Solvent Contamination, Petroleum Contamination, Abandoned USTs	Soil disturbance is within the highway ROW and likely tank/spill sites are far from the ROW.
3.2.3	Joy Process Mechanical 6747 Benedict Rd	Manufacturing Facility	Chemical/Solvent Contamination	Edge of disturbance area, but no ROW takes and started in 1986 (farmed prior) and no tanks.
3.2.4	Ultra Dairy: 6750 Benedict Rd	Manufacturing Facility and USTs	Chemical/Solvent Contamination, Petroleum Contamination, Abandoned USTs	Edge of disturbance area, but no ROW takes and tanks are ASTs, few, and somewhat recent.

Site ID #	Property Name and Address	Current or Former Use	Potential Environmental Concerns	Notes
3.2.5	**CSX: DeWitt Railroad Yard**	**Railroad**	**Chemical/Solvent Contamination**	**Bridge will be renovated, recommend investigative soil borings near piers and abutment excavations (to depth of excavation). Contaminated soil assumed to be encountered.**
3.2.6	Penske Truck Rental: 6755-6773 Manlius Center Rd	Automobile Related, USTs	Petroleum Contamination, Abandoned USTs	Edge of disturbance area, but tanks were likely near the building, and I-481 is elevated (for the bridge crossings) in comparison to this site.
3.2.7	84 Lumber: 6801 Manlius Center Rd	Lumber Yard and USTs	Chemical/Solvent Contamination, Petroleum Contamination, Abandoned USTs	Edge of disturbance area, but no ROW takes, there is a substantial drainage ditch between the property and roadway, and I-481 is quite elevated (for the bridge crossings) in comparison to this site.
3.2.8	Allied Spring & Services Inc: 6800 Manlius Center Rd	Automobile Related, USTs	Chemical/Solvent Contamination, Petroleum Contamination	No ROW takes and construction not adjacent.
3.2.9	B&C Self-Storage: 5991 Drott Dr	Automobile Related, USTs	Petroleum Contamination, Abandoned USTs	Construction is within ROW and not adjacent to this site. Contamination, if present, is likely off the ROW.
A	Residential Property 434 Garden Center Drive	Automobile Related	Petroleum Contamination, Abandoned USTs	Construction of noise barrier is on the embankment above grade from house. Contamination, if present, is likely off the ROW.
B	Mattydale Shopping Plaza 2803 Brewerton Rd	Automobile Related	Petroleum Contamination, Abandoned USTs	Construction of noise barrier on embankment above grade from and somewhat far from the shopping plaza. Contamination, if present, is likely off the ROW.

Notes:

1) Site ID #s 3.1.1 through 3.2.9 in the table above refer to the sites identified within the Hazardous Waste/Contaminated Materials Screening Assessment Report dated February 2020.

2) Site ID #s A and B in the table above refer to the sites identified within the Phase I Environmental Site Assessment for Proposed Noise Walls 16 A/B Memorandum dated May 17, 2021.

3) Bold in the table above highlights the CSX: Dewitt Railroad Yard where it is assumed that contaminated soil will be encountered.

Non-Standard Feature Justifications and Design Criteria Tables

Non-Standard and Non-Conforming Features Recommended to be Retained

Non-Standard Features to be Retained

The Non-Standard Features recommended to be retained under PIN 3501.90 are listed in **Table 1**, followed by the Non-Standard Feature Justification form.

Table 1
Non-Standard Features Recommended to be Retained

Location	Design Element	Design Criteria	Proposed Design	NSF Justification Form
Southbound I-81 (at North Interchange)	HSSD	730 ft.	542/703 ft.	Fig 1
Southbound I-81 at existing I-481 Interchange 4	Horizontal Curve	1,815 ft.	1,235 ft.	Fig 2

Justification Number

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

Exhibit 2-15
Nonstandard Feature Justification

Rev. 04/24/17

PIN: 3501.90	**Route No. and Name:** I-81 southbound at North Interchange		
Project Type: Reconstruction		☑ **National Network/Qualifying Highway**	☐ **Access Highway**
Functional Class: Urban Principal Arterial - Interstate		**Design Classification (AASHTO Class):** Interstate -Urban	
ADT: 13,800	**% Trucks:** 12.7%	◉ **NHS** ○ **Non-NHS**	**Terrain:** Rolling

1. Description of Nonstandard Feature

Type of Feature: Stopping Sight Distance (Horizontal)

Location: STA H8 153+00 TO STA H8 166+50 (SeeAttached Figure)

Latitude and Longitude (Linear Feature) **FROM** Lat: 43.146512 Long: -76.109914 **TO** Lat: 43.140500 Long: -76.103513

Latitude and Longitude (Point Feature) Lat: Long:

Standard Value: 730 ft	**Design Speed:** 70 mph
Existing Value: N/A New Construction	**Recommended Speed - Existing:** N/A - New Construction
Proposed Value: 542 ft (Left Lane) 703 ft (65 mph) (See note 1)	**Recommended Speed - Proposed:** 55 mph

2. Accident Analysis

Current Accident Rate[1]**:** N/A ○ **acc/mvm** ◉ **acc/mev**	**Statewide Accident Rate:** 1.08 ◉ **acc/mvm** ○ **acc/mev**
From N/A **to** N/A	**Is the Nonstandard Feature a contributing factor?** ○ **Yes** ◉ **No**

Anticipated accident rates, severity, and costs:

N/A - New Construction

3. Cost Estimates

Cost to fully meet standards: $8.7 Million (see note 2)	**Cost(s) for incremental improvements:** $4.5 Million (see note 3)

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

The left side shoulder will be constructed using a width of 12', instead of the minimum 4', on the curve/bridge to maximize sight distance around the bridge barrier. The additional shoulder width also serves as extra space for any evasive maneuvering around obstructions in the left lane. Highway guiderail to be box beam or cable to avoid sight line restrictions other than at bridge. R8-7 signs (Emergency Stopping Only) will be used on the bridge to discourage any voluntary stopping on the bridge that may create a hazard.

5. Compatibility with Adjacent Segments and Future Plans

Proposed configuration is compatible with adjacent segments. There are no future plans to modify adjacent segments

6. Other Factors

e.g., social, economic, and environmental

See note 4 on Nonstandard Feature Justification attachment.

7. Proposed Treatment (i.e., recommendation)

Provide non-standard stopping sight distance with a 12' inside (left) shoulder. Provide highway guiderail that will not cause sight line restrictions other than at the bridge.

[1] *Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.*

Nonstandard Feature Justification
Southbound I-81 (at North Interchange)
Refer to Fig.1
(Attachment)

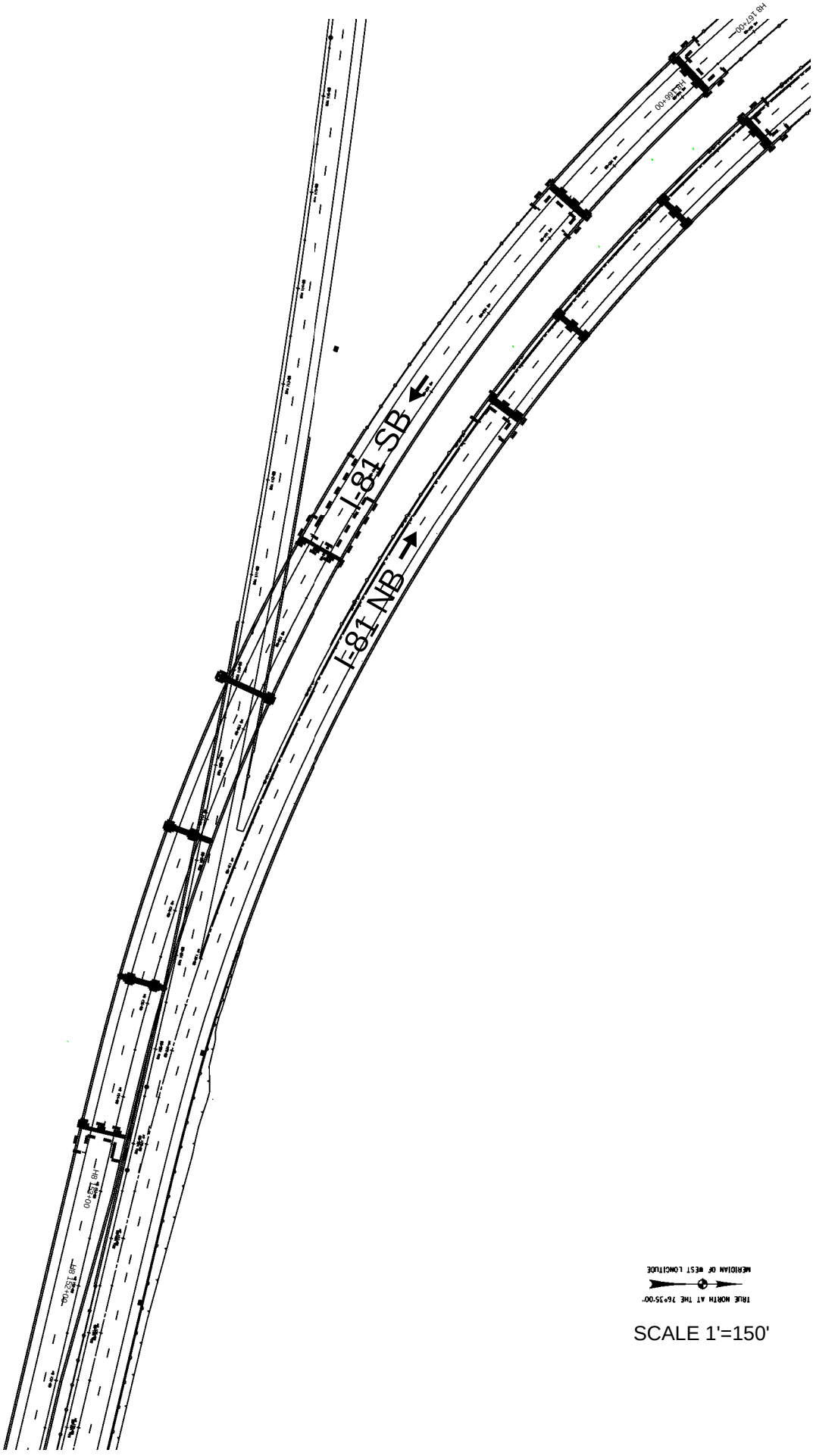
1. For the inside lane, the typical 4-foot shoulder width would provide a HSSD of 403 feet. Implementation of the incremental improvement, (widening shoulder to 12 feet), would provide an HSSD of 542 feet achieving approximately 74% of the design criteria. For the outside lane, the typical 4-foot shoulder width would provide a HSSD of 600. feet. Implementation of the incremental improvement (widening shoulder to 12 feet), would provide a HSSD of 703 feet achieving 96% of the design criteria.

2. The proposed design meets all other design standards except for HSSD at the bridge location (due to bridge barrier). One Alternative evaluation to meet HSSD criteria was to over widen the shoulder from a standard of 10 feet to 29 feet. An estimated $8.7 million construction cost is based on further widening of bridge shoulder from 12 feet to 27 feet and tapering the approach and trailing shoulders. Another option to fully meet standards is described in note 4.

3. An incremental improvement of over widening the shoulder to 12 feet was also considered and adopted. An estimated $ 4.5 million construction cost is based on widening the bridge shoulder from 4-foot standard to 12 feet and tapering the approach and trailing shoulder. See Attached Figure.

4. Trucks with a higher sightline, which compose of 12.7% of total traffic, will not be subjected to the restricted sight distance since they will be able to see over the barrier. Providing standard stopping sight distance would require a 27' inside (left) shoulder on the bridges using the proposed curve radius. This 27' wide shoulder may be mistaken for an additional travel lane and increase the risk of additional accidents. Flattening the radius to accommodate the required sight distance using a 12' shoulder would create severe impacts in the northeast quadrant of the interchange. This would require acquisition of 20+ acres of property and demolition of 30+ residences in the Brigadier Drive neighborhood and was determined infeasible.

Fig. 1



SCALE 1'=150'

Justification Number

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

Exhibit 2-15
Nonstandard Feature Justification

Rev. 04/24/17

PIN: 3501.90	**Route No. and Name:** Southbound I-481 (Future I-81) at Interchange 4		
Project Type: Reconstruction		☑ **National Network/Qualifying Highway**	☐ **Access Highway**
Functional Class: Urban Principal Arterial - Interstate		**Design Classification (AASHTO Class):** Interstate -Urban	
ADT: 23,104 (southbound only)	**% Trucks:** 6%	◉ **NHS** ○ **Non-NHS**	**Terrain:** Rolling

1. Description of Nonstandard Feature

Type of Feature: Horizontal Curve Radius

Location: RM 481I 33012159 TO RM 481I 33012063 (See Attached Figure)

Latitude and Longitude (Linear Feature) **FROM** Lat: 43.053576 Long: -76.054176 **TO** Lat: 43.057175 Long: -76.053809

Latitude and Longitude (Point Feature) Lat: Long:

Standard Value: 1815 ft @ 8% superelevation	**Design Speed:** 70 mph
Existing Value: 1235 ft	**Recommended Speed - Existing:** 55 mph
Proposed Value: 1235 ft @ existing superelevation	**Recommended Speed - Proposed:** 55 mph

2. Accident Analysis

Current Accident Rate[1]**:** 1.26 ◉ **acc/mvm** ○ **acc/mev**	**Statewide Accident Rate:** 1.14 ◉ **acc/mvm** ○ **acc/mev**
From 7/1/2016 **to** 6/30/2019	**Is the Nonstandard Feature a contributing factor?** ◉ **Yes** ○ **No**

Anticipated accident rates, severity, and costs:

1.There were a total of 10 crashes at this location for the 3-year period, of which 6 crashes were potentially related to the non-standard feature. See note 1

3. Cost Estimates

Cost to fully meet standards: $ 6.2 Million (see note 2)	**Cost(s) for incremental improvements:** N/A (see note 3 on attachment).

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Curve warning signs will be placed in advance of the curve.

5. Compatibility with Adjacent Segments and Future Plans

No future plans for adjacent segments of this ramp.

6. Other Factors

e.g., social, economic, and environmental

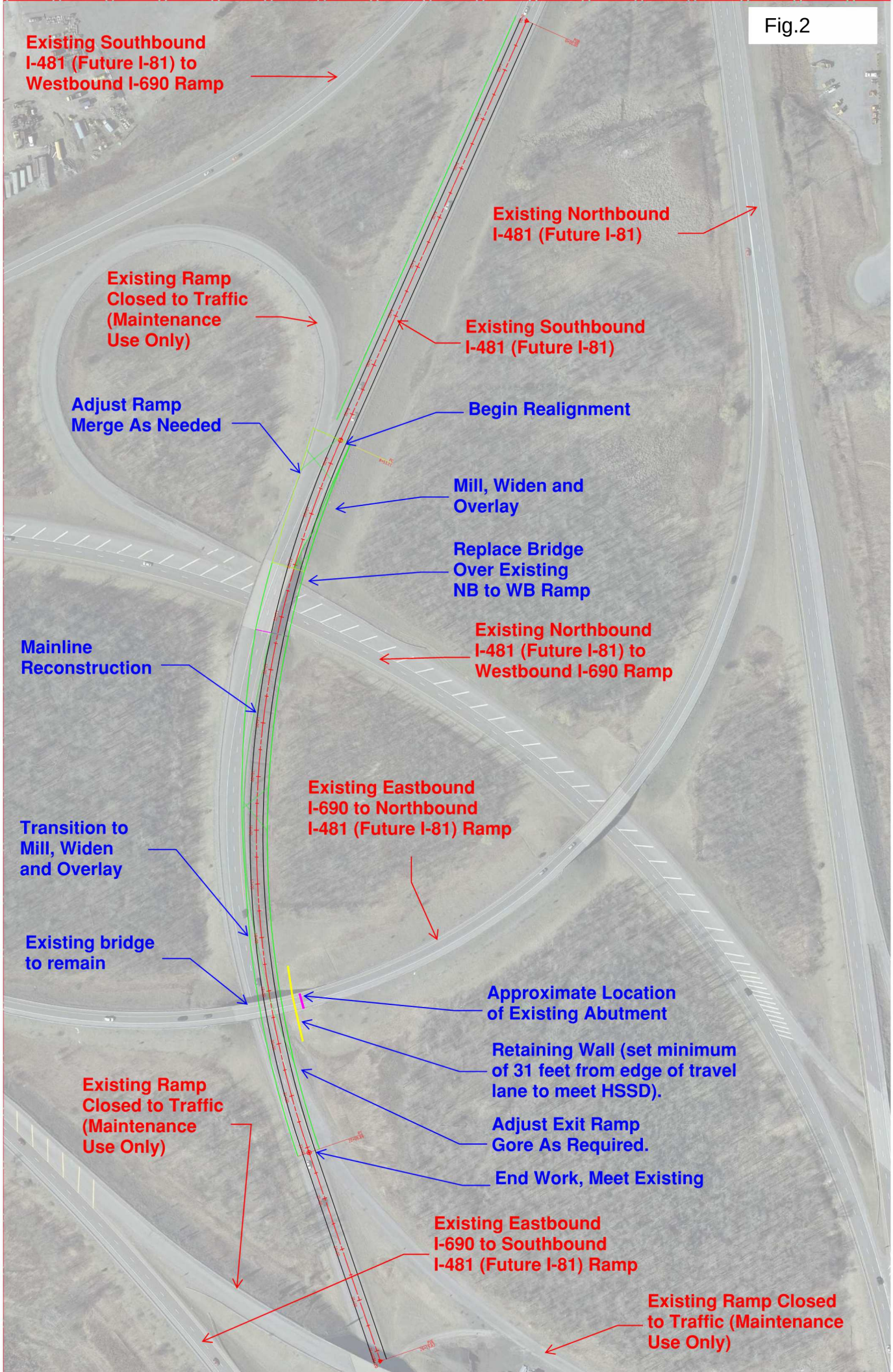
Providing a standard curve would require approximately 1,400 LF of mainline reconstruction as well as a retaining wall (see attached figure). The cost of the reconstruction would exceed the estimated safety benefit. See notes 2 and 3 on attachment.

7. Proposed Treatment (i.e., recommendation)

Propose retention of existing non-standard curve radii, add curve warning signs and continue NYSDOT monitoring.

[1] *Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.*

Fig.2


Existing Southbound I-481 (Future I-81) to Westbound I-690 Ramp
Existing Northbound I-481 (Future I-81)
Existing Ramp Closed to Traffic (Maintenance Use Only)
Existing Southbound I-481 (Future I-81)
Adjust Ramp Merge As Needed
Begin Realignment
Mill, Widen and Overlay
Replace Bridge Over Existing NB to WB Ramp
Existing Northbound I-481 (Future I-81) to Westbound I-690 Ramp
Mainline Reconstruction
Existing Eastbound I-690 to Northbound I-481 (Future I-81) Ramp
Transition to Mill, Widen and Overlay
Existing bridge to remain
Approximate Location of Existing Abutment
Retaining Wall (set minimum of 31 feet from edge of travel lane to meet HSSD).
Existing Ramp Closed to Traffic (Maintenance Use Only)
Adjust Exit Ramp Gore As Required.
End Work, Meet Existing
Existing Eastbound I-690 to Southbound I-481 (Future I-81) Ramp
Existing Ramp Closed to Traffic (Maintenance Use Only)

Nonstandard Feature Justification

Horizontal Curve – I-481 (Future I-81) at Existing I-481 Interchange 4

Refer to Fig.2

(Attachment)

1. The existing crash rate is slightly higher than the statewide average rate at this location. For the 3-year period, there were a total of 10 crashes, 6 of which are potentially related to the non-standard horizontal curve along southbound I-481. A cluster of crashes occurred on the horizontal curve in the approximate center of the existing I-481 Interchange 4. The majority of these crashes are fixed object crashes resulting from a loss of control in adverse weather conditions. A pavement friction evaluation was conducted in accordance with the Department's Comprehensive Pavement Design Manual. The measured FN(40) values were between 37.3 and 59.3, which are above 32 (the friction value utilized in the stopping sight distance criteria for wet pavements). With measured friction values higher than 32, it appears skid resistance is not contributing to the crash history at this location.

2. Modification of the horizontal curve to meet current design standards would require approximately 1,400 LF of mainline reconstruction as well as a retaining wall (see attached figure). The cost of the reconstruction would exceed the estimated safety benefit.

3. An incremental improvement was evaluated, which involved adjusting the superelevation to the maximum 8%, which would increase the allowable speed to approximately 60 mph vs the 70 mph Design Speed. However, the existing mainline passes under an existing ramp bridge with minimum vertical clearance, so it is not possible to adjust the superelevation without either replacing the existing bridge or introducing a non-standard vertical clearance. In addition, adjusting the superelevation would also affect the overpass bridge on the north end of the curve. The shim depth required to obtain an 8% superelevation would likely cause the load carrying capacity of the bridge to be exceeded, resulting in the need to replace or heavily modify a second bridge. Both of the potentially impacted existing bridges are in good condition with good remaining service life.

Non-Conforming Feature Table and Justification

The Non-Conforming Freeway Features recommended to be retained are listed in **Table 2**. A non-conforming feature is a design element that does not meet other recommended design parameters established by NYSDOT and AASHTO (such as control of access, ramp spacing, etc.), that are in addition to the ten controlling criteria as designated by FHWA. Refer to FDR/FEIS Appendix A-3 for more information regarding the justification for retention of these non- conforming features.

Table 2
Non-Conforming Freeway Features Recommended to be Retained [1]

Location	Design Element	Recommended Design Standard (2)	Proposed Design Standard	Justification
NB BL 81, between the on-ramp from SB NY-481 and off-ramp to NB NY-481	LOS (weave) [3]	LOS D or better	LOS E (2056 PM)	See below

Notes:
1) When design advances, further refinements would attempt to further improve this feature.
2) Refer to Other Design Parameters in **Tables 7-10**
3) LOS = Level of Service.

Justification for retaining non-conforming feature:

The LOS E condition occurs in the horizon year (2056) and in the opening year (2026). The LOS is associated with the weaving segment between the SB NY-481 on ramp to BL 81 and the NB off-ramp to NB NY-481, where traffic merging into northbound BL 81 traffic is mixing with northbound BL 81 traffic exiting to northbound NY-481 (19) and would only apply to the PM peak hour. Travel speeds would not drop significantly below posted speeds. Potential mitigation options may include eliminating the northbound entrance ramp, reconstructing the northbound off-ramp as a fly over ramp, or other ramp configurations that may mitigate the weaving segment. It is anticipated that all reconfiguration options would increase ROW impacts and likely increase wetland impacts.

Design Criteria Tables

TABLE 1

DESIGN CRITERIA – NEW I-81 (FORMER I-481)

PIN:	3501.90		**NHS (Y/N):**	Yes	
Route No. & Name:	Re-designated I-81 (Former I-481)		**Functional Classification:**	Urban Principal Arterial – Other Freeway/Expressway	
Project Type:	Reconstruction		**Design Classification:**	Freeway/Expressway	
% Trucks:	6%		**Terrain:**	Rolling	
ADT (2050):	56,800		**Truck Access/Qualifying:**	Qualifying Highway	

	DESIGN ELEMENT	STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	70 mph (1)	Posted 65 mph (2)	70 mph	HDM § 2.7.1.1.A
2	Travel Lane Width (Min.)	12 ft.	12 ft.	12 ft.	HDM § 2.7.1.1.B
3	Shoulder Width (Min.) Right Left (2-lanes per direction) Left (3-lanes per direction)	 10 ft. 4 ft. 10 ft.	 2.5 ft.* (3) 2.5 ft.* (3) 5 ft. * (3)	 2.5 ft.* (3, 4) 2.5 ft.* (3, 4) 5 ft.* (3, 4, 5)	HDM § 2.7.1.1.C Exhibit 2-2
4	Grade (Max.)	4%	5.0%*	4%	HDM § 2.7.1.1.G Exhibit 2-2,
5	Horizontal Curve Radius (Min. Radius)	1815 ft. @ 8%	1572 ft.*	1912 ft.	HDM § 2.7.1.1.D Exhibit 2-2
6	Superelevation	8%	4.1% *	8%	HDM § 2.7.1.1.E
7	Stopping Sight Distance (Min.)	730 ft.	389 ft.*	524 ft. * (6)	HDM § 2.7.1.1.F Exhibit 2-2
8	Vertical Clearance	16 ft. Min. (7) 16.5 ft. Desired	16 ft. (Min.)	16.5 ft. Min. (7)	HDM § 2.7.1.1.I / NYSDOT Brg. Man. § 2.3.1, Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.1.1.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	H20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes:

1) The Regional Traffic Engineer has concurred that the use of a Design Speed of 70 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
2) Posted 55 mph between southern project limit and Rock Cut Road interchange on existing I-481, then posted 65 mph between Rock Cut Road interchange to northern project limit.
3) All shoulders meet the design standard except for the existing left and right shoulders on both the existing NB and SB I-481 bridge over Route 5/92 (see Non- Standard Feature Justification Forms).
4) On inside of horizontal curves, the proposed shoulder width varies to 12 feet maximum to meet Horizontal Stopping Sight Distance criteria.
5) There is no qualifying 3-lane section in the South Study Area or in the East Study Area between I-690 and I-90 (the 3-lane sections between I-690 and I-90 are due to auxiliary lanes which are less than 1-mile long). There are qualifying 3-lane segments in the East Study Area (between Route 5/92 and Kinne Road) and in the North Study Area, where 10-foot median side shoulders are provided in accordance with the design criteria.
6) Proposed Horizontal Stopping Sight Distance is non-standard along two curves in the south interchange area and one curve in the north interchange area (See Non-Standard Feature Justification Forms). All other locations meet design criteria of 730 feet minimum.
7) New I-81 is the designated 16-ft route. The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

TABLE 2

DESIGN CRITERIA – BL 81 and NY 481 AT NORTH INTERCHANGE

PIN:		3501.90		**NHS (Y/N):**	Yes
Route No. & Name:		BL 81 and NY-481 at North ern Interchange		**Functional Classification:**	Urban Principal Arterial – Other Freeway/Expressway
Project Type:		Reconstruction		**Design Classification:**	Freeway/Expressway
% Trucks:		6%		**Terrain:**	Rolling
ADT (2050):		56,800		**Truck Access/Qualifying:**	Qualifying Highway
DESIGN ELEMENT		**STANDARD CRITERIA**	**EXISTING CONDITION**	**PROPOSED CONDITION**	**REFERENCE**
1	Design Speed (Min.)	70 mph (1)	Posted 65 mph	70 mph	HDM § 2.7.1.1.A
2	Travel Lane Width (Min.)	12 ft.	12 ft.	12 ft.	HDM § 2.7.1.1.B
3	Shoulder Width (Min.) Right Left (2-lanes per direction) Left (3-lanes per direction)	 10 ft. 4 ft. 10 ft.	 10 ft. 4 ft. 4 ft. *	 10 ft. (2) 4 ft. (2) 10 ft. (2)	HDM § 2.7.1.1.C Exhibit 2-2
4	Grade (Max.)	4%	5.0%*	4%	HDM § 2.7.1.1.G Exhibit 2-2,
5	Horizontal Curve Radius (Min. Radius)	1815 ft. @ 8%	1572 ft.*	2712 ft.	HDM § 2.7.1.1.D Exhibit 2-2
6	Superelevation	8%	4.1% *	8%	HDM § 2.7.1.1.E
7	Stopping Sight Distance (Min.)	730 ft.	> 730 ft.	> 730 ft.	HDM § 2.7.1.1.F Exhibit 2-2
8	Vertical Clearance	16 ft. Min. (3, 4) 16.5 ft. Desired	16 ft. (Min.)	16.5 ft. Min. (3, 4)	HDM § 2.7.1.1.I / NYSDOT Brg. Man. § 2.3.1 Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.1.1.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	H20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes:

1) The Regional Traffic Engineer has concurred that the use of a Design Speed of 70 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
2) On inside of horizontal curves, the proposed shoulder width varies to 12 feet maximum to meet Horizontal Stopping Sight Distance criteria.
3) In addition to New I-81 being on the designated 16-ft clearance route, the section of BL 81, between I-90 and the northern limit (North Interchange) is also on the designated 16-ft clearance route.
4) The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

TABLE 3

DESIGN CRITERIA FOR DIAGONAL RAMPS					
PIN:		3501.90		**NHS (Y/N):**	Yes
Route No. & Name:		Interstate/Freeway Diagonal Ramps (1)		**Functional Classification:**	Urban Principal Arterial – Interstate or Other Freeway
Project Type:		Reconstruction		**Design Classification:**	Ramp (Diagonal) (1)
% Trucks:		Varies		**Terrain:**	Rolling
ADT (2050):		Varies		**Truck Access/Qualifying:**	Qualifying Highway
DESIGN ELEMENT		**STANDARD CRITERIA**	**EXISTING CONDITION**	**PROPOSED CONDITION**	**REFERENCE**
1	Design Speed (Min.)	30 mph (2)	30 mph	30 mph	HDM § 2.7.5.3.A
2	Travel Lane Width (Min.) (3, 4) Turn Lane	12 ft. (1 lane) R>1000 ft., Tangent 16 ft. (1 lane) R=200 ft-499 ft. 17 ft. (1 lane) R=150 ft-199 ft. 33 ft. (2 lane) R=150 ft-199 ft. 12 ft.	12 ft.	12 ft. (1 lane) R>1000 ft., Tangent 16 ft. (1 lane) R=200 ft-499 ft. 17 ft. (1 lane) R=150 ft-199 ft. 33 ft. (2 lane) R=150 ft-199 ft. 12 ft.	HDM § 2.7.5.3.B Exhibit 2.9.
3	Shoulder Width (Min.) Right Left 2 Lane Ramp	 6 ft. (1 lane ramp) 4 ft. (1 lane ramp) Add 2 ft. for curb section	1ft & Varies*	 6 ft. 4 ft. Add 2 ft. for curb section	HDM § 2.7.5.3.C Exhibit 2-10a
4	Grade (Max.)	7%	7%	7%	HDM § 2.7.5.3.G Exhibit 2-10
5	Horizontal Curve Radius (Min. Radius)	214 ft. @ 8%	57 ft. *	158 ft. * (5)	HDM § 2.7.5.3.D Exhibit 2-10
6	Superelevation	8%	3.8% *	8%	HDM § 2.7.5.3.E
7	Stopping Sight Distance (Min.)	200 ft.	160 ft. & Varies*	135 ft. *	HDM § 2.7.5.3.F Exhibit 2-10
8	Vertical Clearance	14 ft. Min. (6, 7) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (6, 7)	HDM § 2.7.5.3.I / NYSDOT Brg. Man. § 2.3.1 Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.5.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18 (8)	At Ramp Terminal	Complies with PROWAG and HDM Chapter 18 (8)	HDM § 2.7.5.3.K

* Nonstandard feature

Notes:

1) Table applies to all interstate or freeway diagonal ramps where the mainline design speed= 60 mph or less.
2) The Regional Traffic Engineer has concurred that the use of a Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
3) Ramps to be designed with provision for passing a WB-67 stalled vehicle (Case IIC for one lane ramp or Case IIIC for two lane ramp).
4) Lane width based on deducting right and left shoulder widths from the Exhibit 2-9 Traveled Way Width, Case IIC, and applying the minimum Case I lane width. Per Exhibit 2-9, where the combined shoulder width is 4 ft. or wider, a 12-foot lane width may be used on tangents (radius greater than or equal to 1000 ft.).
5) Proposed Horizontal Curve Radius is non-standard along three ramp curves (See Non-Standard Feature Justification Forms. All other locations meet design criteria.
6) 16-ft clearance exemption. New I-81 is the designated 16-ft route.
7) The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
8) At Ramp Terminal only.

TABLE 4

DESIGN CRITERIA FOR DIAGONAL RAMPS					
PIN:	3501.90		**NHS (Y/N):**	Yes	
Route No. & Name:	Interstate Diagonal Ramps (1)		**Functional Classification:**	Urban Principal Arterial – Interstate (2)	
Project Type:	Reconstruction		**Design Classification:**	Ramp (Diagonal)	
% Trucks:	Varies		**Terrain:**	Rolling	
ADT (2050):	Varies		**Truck Access/Qualifying:**	Qualifying Highway	
	DESIGN ELEMENT	**STANDARD CRITERIA**	**EXISTING CONDITION**	**PROPOSED CONDITION**	**REFERENCE**
1	Design Speed (Min.)	40 mph (3)	40 mph	40 mph	HDM § 2.7.5.3.A
2	Travel Lane Width (Min.)	12 ft. (1 lane) R>1000 ft., Tangent (4)	12 ft.	12 ft. (1 lane) R>1000 ft., Tangent (4)	HDM § 2.7.5.3.B Exhibit 2.9
3	Shoulder Width (Min.) Right Left	6 ft. 4 ft.	1ft & Varies*	6 ft. 4 ft.	HDM § 2.7.5.3.C Exhibit 2-10a
4	Grade (Max.)	6%	6%	6%	HDM § 2.7.5.3.G Exhibit 2-10a
5	Horizontal Curve Radius (Min. Radius)	444 ft. @ 8%	> 444 ft.	444 ft. @ 8%	HDM § 2.7.5.3.D Exhibit 2-10a
6	Superelevation	8%	8% Max.	8%	HDM § 2.7.5.3.E
7	Stopping Sight Distance (Min.)	305 ft.	160 ft. & Varies*	305 ft.	HDM § 2.7.5.3.F Exhibit 2-10a
8	Vertical Clearance	16 ft. Min. (5, 6) 16.5 ft. Desired	16 ft. Min.	16.5 ft. Min. (5, 6)	HDM § 2.7.5.3.I / NYSDOT Brg. Man. § 2.3.1 Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.5.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18 (7)	At Ramp Terminal	Complies with PROWAG and HDM Chapter 18 (7)	HDM § 2.7.5.3.K

* Nonstandard feature

Notes:

1) Table applies to all diagonal ramps where the mainline design speed= 70 mph.
2) Ramps to be designed with provision for passing a WB-67 stalled vehicle (Case IIC).
3) The Regional Traffic Engineer has concurred that the use of a Design Speed of 40 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
4) Lane width based on deducting right and left shoulder widths from the Exhibit 2-9 Traveled Way Width, Case IIC, and applying the minimum Case I lane width. Per Exhibit 2-9, where the combined shoulder width is 4 ft. or wider, a 12-foot lane width may be used on tangents (radius greater than or equal to 1000 ft.).
5) New I-81 is the designated 16-ft route.
6) The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
7) At Ramp Terminal only.

1 Revised Design Criteria

TABLE 5

DESIGN CRITERIA FOR SOUTH BAY ROAD					
PIN:		3501.90		**NHS (Y/N):**	No
Route No. & Name:		CR 208, South Bay Road, including BIN 1031720		**Functional Classification:**	Urban Minor Arterial
Project Type:		Bridge Replacement		**Design Classification:**	Suburban Minor Arterial (3)
% Trucks:		3%		**Terrain:**	Rolling
ADT (2050):		14,000		**Truck Access/Qualifying:**	Neither
DESIGN ELEMENT		**STANDARD CRITERIA**	**EXISTING CONDITION**	**PROPOSED CONDITION (4)**	**REFERENCE**
1	Design Speed (Min.)	50 mph (1)	Posted 45 mph	50 mph	HDM § 2.7.2.3.A
2	Travel Lane Width	11 ft. min, 12 ft. desired	12 ft.	12 ft.	HDM § 2.7.2.3.B Exhibit 2-4
3	Shoulder Width (Min.)	6 ft. Shoulder	South approach: 8 ft. Bridge: 4 ft. North approach: 6 ft.	8 ft. Shoulder	HDM § 2.7.2.3.C Exhibit 2-4
4	Grade (Max.)	7.0%	2.36 %	2.36 % max	HDM § 2.7.2.3.G Exhibit 2-4
5	Horizontal Curve Radius (Min. Radius)	557 ft. @ e = 6.0 %	>557 ft.	>557 ft.	HDM § 2.7.2.3.D Exhibit 2-4
6	Superelevation	6.0% max.	N/A	6.0% max	HDM § 2.7.2.3.E Exhibit 2-1b
7	Stopping Sight Distance (Min.)	387 ft.	>387 ft.	>387 ft.	HDM § 2.7.2.3.F Exhibit 2-4
8	Vertical Clearance	16 ft. Min. (2) 16.5 ft. Desired	16.5 ft. Min.	16.5 ft. Min. (2)	HDM § 2.7.2.3.I NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 3.0% max	2%	1.5% min, 3.0% max	HDM § 2.7.2.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes

1. The Regional Traffic Engineer has concurred that the use of a Design Speed of 50 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
2. The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
3. Appropriate design criteria are determined by considering both functional classification (the character of the highway itself) and its context class (the character of the surrounding area in which the highway operates). For the segment of South Bay Road over I-81, the Design Classification has been determined as Suburban Minor Arterial, which is based on both the functional classification and context classification of the roadway at this location and is consistent with the existing posted speed limit and proposed design speed. Reference HDM Chapter 2; sections 2.4.1 Functional Classification of Highways, and 2.4.2 Context Classes.
4. Suburban Arterial criteria; reference HDM Chapter 2, Exhibit 2-1b.

Other Design Parameters

In addition to the 11 critical design elements described above, other design parameters established by NYSDOT and AASHTO that are typically used during the design of highway and bridge projects include the type of the design vehicle; the Level of Service (LOS) to be provided, which identifies the ease with which traffic can move along the roadways; the intensity of rainfall for design of storm drainage facilities; and the length of speed change lanes both during acceleration and deceleration. **Table 7** lists other highway design parameters used to develop the project design and **Table 8** lists the design vehicles used.

TABLE 7
Other Design Parameters: Highway or Feature

	Element	Criteria	Proposed Condition
1	Level of Service	**D** (min.)[1] **C** (desirable)	**D** (min.)[1] **C** (or better) desirable
2	Storm Drainage System Design Storm • Interstate and Other Freeways • Principal Arterials • Local Roads and Streets • Separated Storm Sewer Trunk Line Culvert Design Storm • Interstates, Arterials, Streets • Driveway Culverts Ditch Design Storm • Interstate and Other Freeways • Principal Arterials • Local Roads and Streets	 10 yr. (2) 10 yr. (2) 5 yr. (3) 10 yr. 50 yr. (4) 10 yr. 25 yr. (5) 25 yr. (5) 10 yr. (5)	 10 yr. (2) 10 yr. (2) 5 yr. (3) 50 yr. 50 yr. (4) 10 yr. 25 yr. (5) 25 yr. (5) 10 yr. (5)
3	Freeboard	2 ft. for the 50-year design flood	2 ft. for the 50-year design flood
4	Ramp Criteria • Deceleration Length • Acceleration Length • Ramp Spacing (6) ▪ EN to EN or EX to EX ▪ EN to EX (System to Service) ▪ EN to EX (Service to Service)	 Greater than or equal to minimum length in AASHTO Table 10-5. Greater than or equal to minimum length in AASHTO Table 10-3. Greater than or equal to 1000 ft. Greater than or equal to 2000 ft. Greater than or equal to 1600 ft.	 Greater than or equal to minimum length in AASHTO Table 10-5. Greater than or equal to minimum length in AASHTO Table 10-3. Greater than or equal to 1000 ft. Greater than or equal to 2000 ft. Greater than or equal to 1600 ft.
5	Bridge Roadway Width • Lane and shoulder widths	 Same as approach roadway	 Same as approach roadway
6	Horizontal Clearance • Interstate and other Freeways o without barrier o with barrier • Interstate and Freeway Ramps o without barrier o with barrier • Urban Arterials (curbed), Urban Collectors (curbed) and Local Urban Streets (curbed) o without barrier o with barrier	 15 ft. Shld. width or 4 ft. Min. 15 ft. Shld. width or 4 ft. Min. 1.5 ft., 3 ft. at intersections 0 ft.	 15 ft. Shld. width or 4 ft. Min. 15 ft. Shld. width or 4 ft. Min. 1.5 ft., 3 ft. at intersections 0 ft.

TABLE 7 (Cont.)

Other Design Parameters: Highway or Feature

	Element	Criteria	Proposed Condition
7	Rollover Between Lanes At Edge of Traveled Way	 4 % Max. 8% Max.	 4 % Max. 8% Max.
8	Control of Access • Interstate and other Freeways • Interstate and Freeway Ramps • Urban Arterials (curbed), Urban Collectors (curbed) and Local Urban Streets (curbed)	 Full Full Uncontrolled	 Full Full Uncontrolled
9	Median Width • Interstate and other Freeways	 10 ft.	 10 ft.

Notes:

1) In heavily developed sections of metropolitan areas, conditions may necessitate a minimum LOS of D.
2) A 50-year frequency shall be used for design at the following locations where no overflow relief is available:
   a. A sag vertical curves connecting negative and positive grades.
   b. Other locations such as underpasses, depressed roadways, etc.
3) A 25-year frequency shall be used for design at the following locations where no overflow relief is available:
   a. A sag vertical curves connecting negative and positive grades.
   b. Other locations such as underpasses, depressed roadways, etc.
4) The check flow, used to assess the performance of the facility, should be the 100-year storm event.
5) Including lining material.
6) Refer to AASHTO Policy on Geometric Design of Highways & Streets, Figure 10-68. EN = Entrance Ramp, EX = Exit Ramp

TABLE 8
Other Design Parameters: Design Vehicle

Location	Design Vehicle	Vehicle Accommodated
I-81, including ramps	WB-67 (1)	WB-67 (1)
I-690, including ramps	WB-67 (1)	WB-67 (1)
I-481, including ramps	WB-67 (1)	WB-67 (1)
BL 81, including ramps	WB-67 (1)	WB-67 (1)

Notes:

1) For ramps, HDM Exhibit 2-9, Case II, Condition C applies, except for longer vehicles (larger than WB-62) where minimum width can be determined using Case I widths.

Table 9 lists the primary design values for a paved shared-use path, and **Table 10** lists the primary design values for raised cycle tracks.

TABLE 9
Primary Design Values for Paved Shared-Use Path

Element	Standard Value	Source (1)	Proposed Value
Design Speed	20 mph	AASHTO	20 mph
Shared-Use Width	10 ft. min.	AASHTO	14 ft. typ.
Adjacent Graded Width	2 ft. min.	AASHTO	2 ft. min.
Adjacent Graded Slope	1:6 max. cross slope	AASHTO	1:6 max. cross slope
Maximum Grade	5% max. desired, 8% max. for short distances or match grade of adjacent roadway	AASHTO	8% max.
Cross Slope	2% max.	HDM Chapter 18	2% max.
Horizontal Curvature	74 ft. min.	AASHTO	74 ft. min.
Stopping Sight Distance (2)	195 ft. min.	AASHTO	195 ft. min.
Horizontal Sightline Offset (3)	56 ft. min.	AASHTO	56 ft. min.
Crest Vertical Curve Length (4)	425 ft. min.	AASHTO	425 ft. min.
Horizontal Clearance	2 ft. min.	AASHTO	2 ft. min.
Vertical Clearance	10 ft. min. (5)	AASHTO	10 ft. min. (5)
Bridge Path Width	12 ft. min. clear width	BM, Table 2-1	12 ft. min.
Separation from Roadways	5 ft. min. from face of curb or edge of shoulder	AASHTO	5 ft. min.

Notes:

1) 2012 AASHTO Guide for the Development of Bicycle Facilities.
2) Based on 5% Grade.
3) Based on maximum curve radius.
4) Based on 10% grade differential.
5) Per NYSDOT Bridge Manual, 12 ft. is preferred and 13 ft. where emergency/maintenance access isrequired.

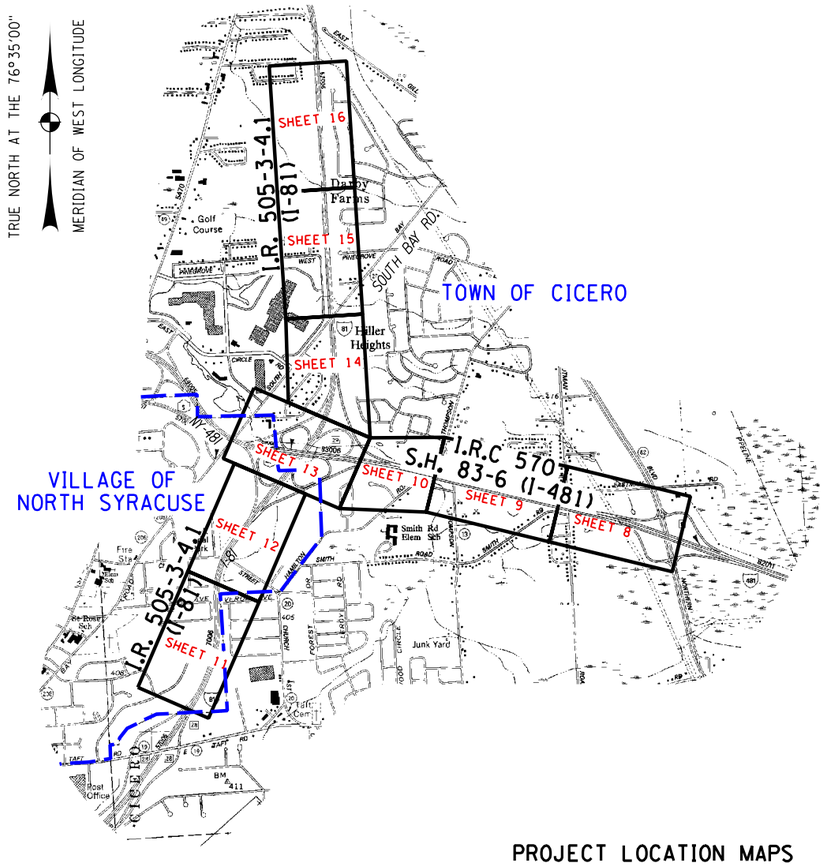
TABLE 10
Other Design Parameters: Railroad Facilities

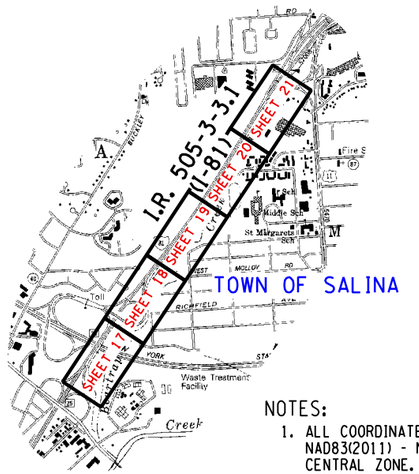
	Element	Criteria	Proposed Condition
CSX Railroad	Horizontal Clearance:		
	With off-track roadway	28 ft. (20 ft. with crash wall)	28 ft. (20 ft. with crash wall)
	Without off-track roadway	20 ft. (12 ft. with crash wall)	20 ft. (12 ft. with crash wall)
	Vertical Clearance	22 ft. min from top of rail 23 ft. recommended	23 ft. min from top of rail

Notes:
1) Based on 1-1/2-inch unbalanced superelevation (Eu) and 1-1/4 inch superelevation (Ea.).

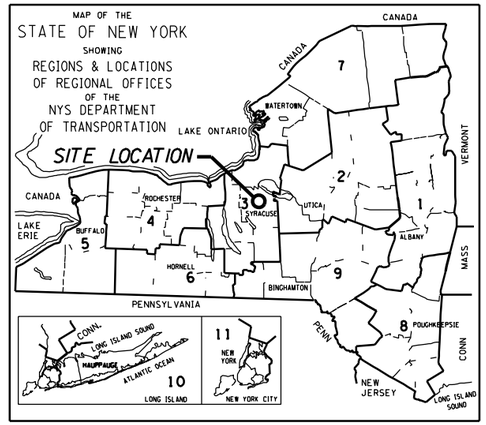
Highway Boundary Plans

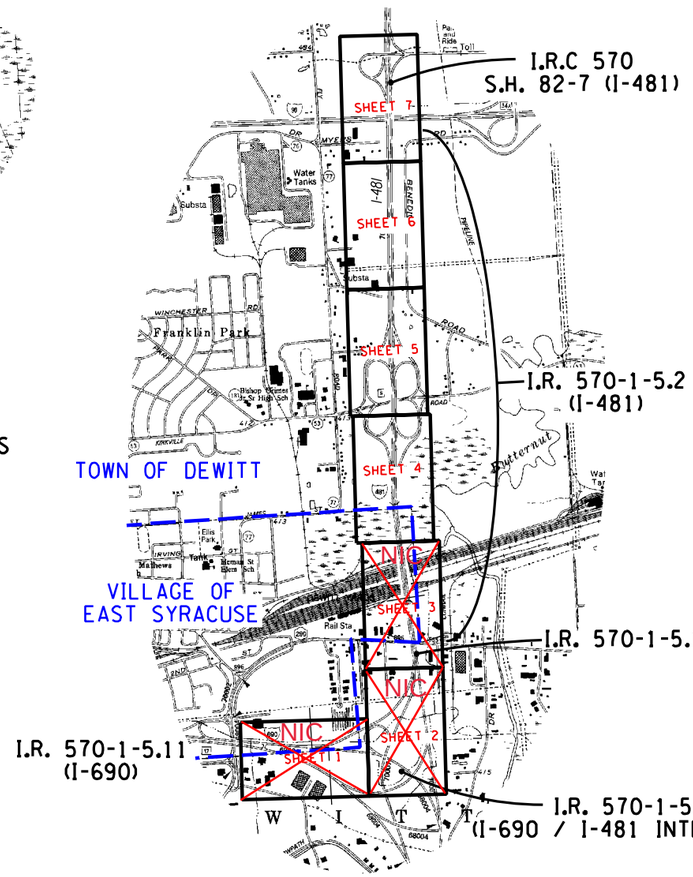
TTO | PROJECT MANAGER | WRS | MDS | CHECK | DRAFTING | JFP | N/A | DESIGN | N/A | JOB MANAGER | N/A | CHECK | N/A | DESIGN SUPERVISOR





PROJECT LOCATION MAPS
NOT TO SCALE





NOTES:

1. ALL COORDINATES LISTED HEREIN ARE REFERENCED TO NAD83(2011) - NEW YORK STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE. CONTROL REPORTS FOR ALL SURVEY BASELINES SHOWN ARE FILED WITH NEW YORK STATE DEPARTMENT OF TRANSPORTATION, REGION 3 SURVEY AND R.O.W. UNIT.
2. POINT COORDINATE TABLES SHOWN ON SHEETS 22-24.
3. SURVEY BASELINE POINT TIE SKETCHES SHOWN ON SHEETS 25-31.

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)	I.R. 505-3-4.1	(F.I.S.H. 57-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)		

PIN: 3501.90
TOWN:
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1
HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054
DRAWING NO.: 350190_C1-HBP
SHEET NO.: C1

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HIGHWAY BOUNDARY PLAN

I-81 VIADUCT PROJECT
PHASE 1, CONTRACT 1
P.I.N. 3501.90

TOWNS OF
CICERO, DEWITT AND SALINA

VILLAGES OF
EAST SYRACUSE AND NORTH SYRACUSE

COUNTY OF ONONDAGA
STATE OF NEW YORK

LEGEND

HB	NYSDOT HIGHWAY BOUNDARY (WITH ACCESS)
HB W/OA	NYSDOT HIGHWAY BOUNDARY (WITHOUT ACCESS)
AHB	APPROXIMATE HIGHWAY BOUNDARY (WITHOUT ACCESS)
AHB	APPROXIMATE HIGHWAY BOUNDARY (WITH ACCESS)
FEE W/OA	2022 FEE WITHOUT ACCESS (PROPOSED ACQUISITION)
PE	2022 PERMANENT EASEMENT (PROPOSED ACQUISITION)
PE	EXISTING PERMANENT EASEMENT
℄	SURVEY BASELINE
APP	APPROX. PROPERTY LINE
℘	PROPERTY LINE
3356	COMPUTED COORDINATE POINT
FLE1133	FIELD LOCATED EVIDENCE COORDINATE POINT
M668 P874 WOA 1961	HISTORICAL ACQUISITION MAP & PARCEL NUMBER

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: N/A | DESIGN: N/A | JOB MANAGER: N/A | DRAFTING: JFP | CHECK: MDS | PROJECT MANAGER: WRS | CHECK: TTO

TRUE NORTH AT THE 76°35'00"

MERIDIAN OF WEST LONGITUDE

MATCH TO SHEET 3 (NIC)

MATCH TO SHEET 5

NIC

CBP 238
STA. 2403+53.15
N 1118946.4120
E 961858.5232

CBP 239
STA. 2409+95.55
N 1119586.2635
E 961801.4192

CBP 240
STA. 2420+02.89
N 1120592.5816
E 961846.8643

2014 SURVEY BASELINE (I-481)
N7°21'24"W
N5°06'00"W
N2°35'09"E
N3°15'10"W

I-481 S.B.
I-481 N.B.
RAMP TO I-481 S.B.
RAMP TO KIRKVILLE RD.
RAMP TO I-481 N.B.

INTERSTATE ROUTE 570-1-5.2
INTERSTATE ROUTE CONNECTION 570:
DEWITT YARDS - COLLAMER
F.I.S.H. 70-7
(INTERSTATE 481)

VILLAGE OF EAST SYRACUSE
TOWN OF DEWITT

P.E. FOR HIGHWAY PURPOSES
P.E. FOR DRAINAGE
PE
AP
HB W/OA
W/OA BH

T.M. 6-1-3
T.M. 6-1-4.1
T.M. 14-1-3
T.M. 14-1-1
T.M. 43-7-17.1
T.M. 43-7-17.2
T.M. 43-7-12.1
T.M. 43-7-10.1
T.M. 43-7-8.1
T.M. 43-1-2.1
T.M. 43-7-18.1
T.M. 43-1-2.2
T.M. 43-6-6.8
T.M. 43-6-7

3076 3077 3078 3079 3080 3081 3082 3083 3084 3085 3093 3094 3095 3096 3097 3098 3141 3142 3143 3144 3145 3146 3147 3148 3149

FLE1186 FLE1217 FLE1194 FLE1185 FLE1228 FLE1185 FLE1224 FLE1234 FLE1216 FLE1200 FLE1204 FLE1210

M651 P853 PE 1961
M387 P477 PE 1968
M390 P480 W0A 1968
M389 P479 W0A 1968
M201 P301 W0A 1970
M201 P302 PE 1970
M243 P365 PE 1970
M398 P406 W0A 1970
M391 P461 W0A 1968
M477 P569 W0A 1966
M552 P643 W0A 1968
M480 P573 W0A 1970
M367 P428 W0A 1968
M356 P477 W0A 1968
M357 P437 W0A 1968
M463 P555 W0A 1968
M250 P372 W0A 1970
M249 P371 W0A 1969
M355 P440 W0A 1970

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

100' 0' 200' 400'

SCALE: 1"=200'

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)	I.R. 505-3-4.1	(F.I.S.H. 57-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)		

PIN: 3501.90
TOWN: DEWITT
VILLAGE: EAST SYRACUSE
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

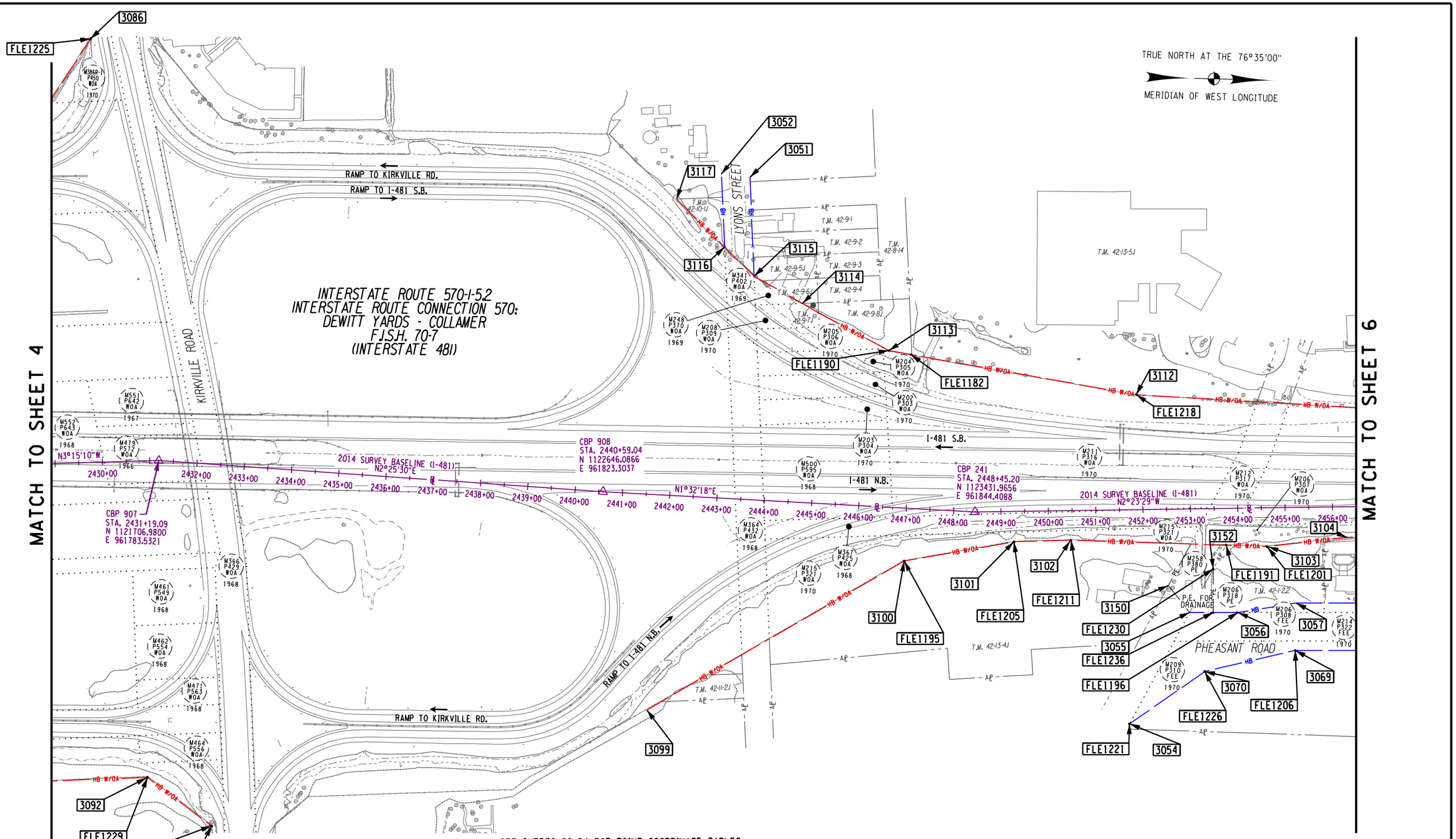
CONTRACT NUMBER D900054

DRAWING NO.: 350190.C1-HBP

SHEET NO.: 4

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

TTO | PROJECT MANAGER | WRS | CHECK | MDS | DRAFTING | JFP | DESIGN | N/A | JOB MANAGER | N/A | CHECK | N/A | DESIGN SUPERVISOR | N/A



•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)	I.R. 505-3-4.1	(F.I.S.H. 57-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)		

PIN: 3501.90
TOWN: DEWITT
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 5

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

TTO | PROJECT MANAGER | WRS | CHECK | MDS | DRAFTING | JFP | DESIGN | N/A | JOB MANAGER | N/A | DESIGN SUPERVISOR | N/A

TRUE NORTH AT THE 76°35'00"

MERIDIAN OF WEST LONGITUDE

INTERSTATE ROUTE 570-I-5.2
INTERSTATE ROUTE CONNECTION 570:
DEWITT YARDS - COLLAMER
F.I.S.H. 70-7
(INTERSTATE 481)

MATCH TO SHEET 5

MATCH TO SHEET 7

FLE1212 | FLE1183 | FLE1222 | FLE1184 | 3110 | FLE1187 | 3105 | FLE1207 | 3106 | FLE1213 | 3058 | FLE1231 | FLE1197 | FLE1219 | 3068 | FLE1237 | FLE1202 | 3111

HB W/OA

AP

T.M. 42-1-12 | T.M. 42-1-11.1 | T.M. 29-2-30.3 | T.M. 29-2-30.5 | T.M. 29-2-27.1 | T.M. 42-1-3.1 | T.M. 42-1-4.1 | T.M. 42-1-11.1 | T.M. 29-2-30.1 | T.M. 29-2-27.2 | T.M. 29-2-26.3 | T.M. 29-2-26.2

M211 P315 WOA 1970 | M253 P374 WOA 1970 | M216 P323 WOA 1970 | M218 P327 WOA 1970 | M217 P325 WOA 1970

M210 P313 WOA 1970 | M207 P311 WOA 1970 | M207 P320 FEE 1970 | M253 P375 FEE 1970 | M216 P324 FEE 1970 | M217 P326 FEE 1970 | M210 P314 FEE 1970

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N 1124365.1208
E 961805.4386

CBP 243
STA. 2466+99.11
N 1125284.9352
E 961790.3517

CBP 244
STA. 2476+19.13
N 1126204.9028
E 961780.6502

2014 SURVEY BASELINE (I-481)
N0°56'23"W

2014 SURVEY BASELINE (I-481)
N0°36'15"W

2014 SURVEY BASELINE (I-481)
N0°38'22"W

I-481 S.B.

I-481 N.B.

2457+00 | 2458+00 | 2459+00 | 2460+00 | 2461+00 | 2462+00 | 2463+00 | 2464+00 | 2465+00 | 2466+00 | 2467+00 | 2468+00 | 2469+00 | 2470+00 | 2471+00 | 2472+00 | 2473+00 | 2474+00 | 2475+00 | 2476+00 | 2477+00 | 2478+00 | 2479+00 | 2480+00 | 2481+00 | 2482+00 | 2483+00

PHEASANT ROAD

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

100' 0' 200' 400'

SCALE: 1"=200'

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN: DEWITT
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

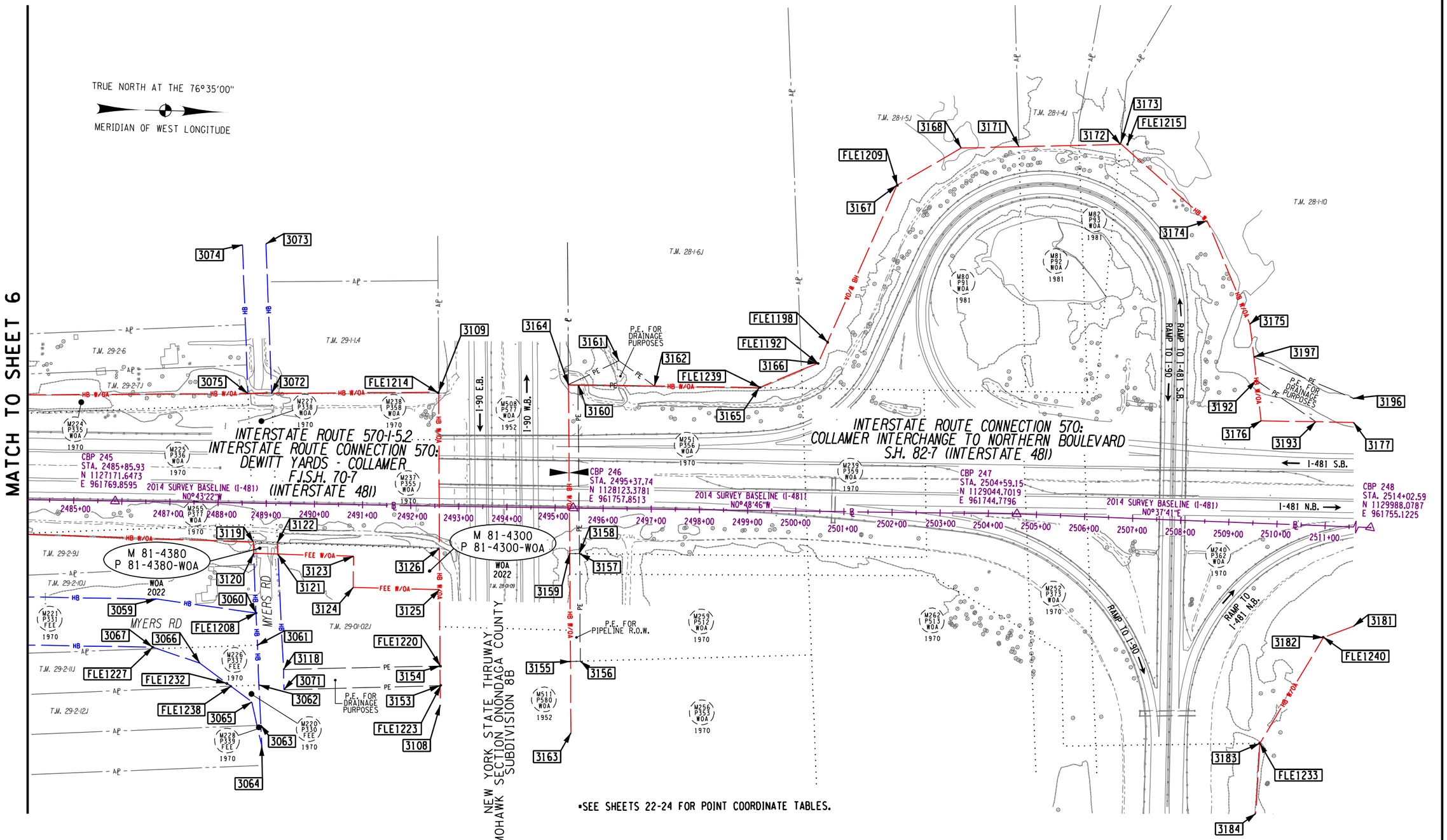
CONTRACT NUMBER D900054

DRAWING NO.: 350190.C1-HBP

SHEET NO.: 6

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

TTO | PROJECT MANAGER | WRS | CHECK | MDS | DRAFTING | JFP | DESIGN | N/A | JOB MANAGER | N/A | DESIGN SUPERVISOR | N/A



I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD. (S.H. 82-7)	
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD (S.H. 83-6)	
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN: DEWITT
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 7

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: JFP | DRAFTING: MDS | JOB MANAGER: N/A | DESIGN: N/A | CHECK: N/A | PROJECT MANAGER: WRS | TTO

SHEET 9

MATCH TO SHEET 9

TRUE NORTH AT THE 76°35'00" MERIDIAN OF WEST LONGITUDE

EASTMAN ROAD

NORTHERN BOULEVARD

EASTMAN ROAD

RAMP TO I-481 N.B.

RAMP TO NORTHERN BLVD.

I-481 N.B.

I-481 S.B.

2014 SURVEY BASELINE (I-481) N78°50'23"W

2014 SURVEY BASELINE (I-481) N71°16'02"W

N72°53'55"W

N70°15'07"W

CBP 267
STA. 2728+27.26
N 1143814.5681
E 951764.2508

CBP 266
STA. 2716+98.30
N 1143596.0553
E 952871.8600

CBP 265
STA. 2708+71.39
N 1143330.4878
E 953654.9702

CBP 264
STA. 2700+98.80
N 1143069.4424
E 954382.1163

INTERSTATE ROUTE CONNECTION 570:
NORTHERN BOULEVARD TO BEAR ROAD INTERCHANGE
S.H. 83-6 (INTERSTATE 481)

NATIONAL GRID TRANSMISSION R.O.W.

P.E. FOR DRAINAGE

FLE1154 FLE1156 FLE1157 FLE1158 FLE1161 FLE1162 FLE1147 FLE1152 FLE1155

3327 3328 3329 3330 3331 3332 3333 3406 3407 3408 3409 3410 3411 3412 3413 3414 3415 3416 3417 3418 3419 3420 3421 3422 3423 3424 3425 3426 3427 3457 3459 3460 3461 3462 3463 3464 3465 3466 3467 3468 3469 3470 3471 3476 3477 3505 3506 3507 3508 3509 3510 3511 3512 3526 3529

HB W/OA

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

100′ 0′ 200′ 400′

SCALE: 1"=200′

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)	I.R. 505-3-4.1	(F.I.S.H. 57-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)		

PIN: 3501.90
TOWN: CICERO
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

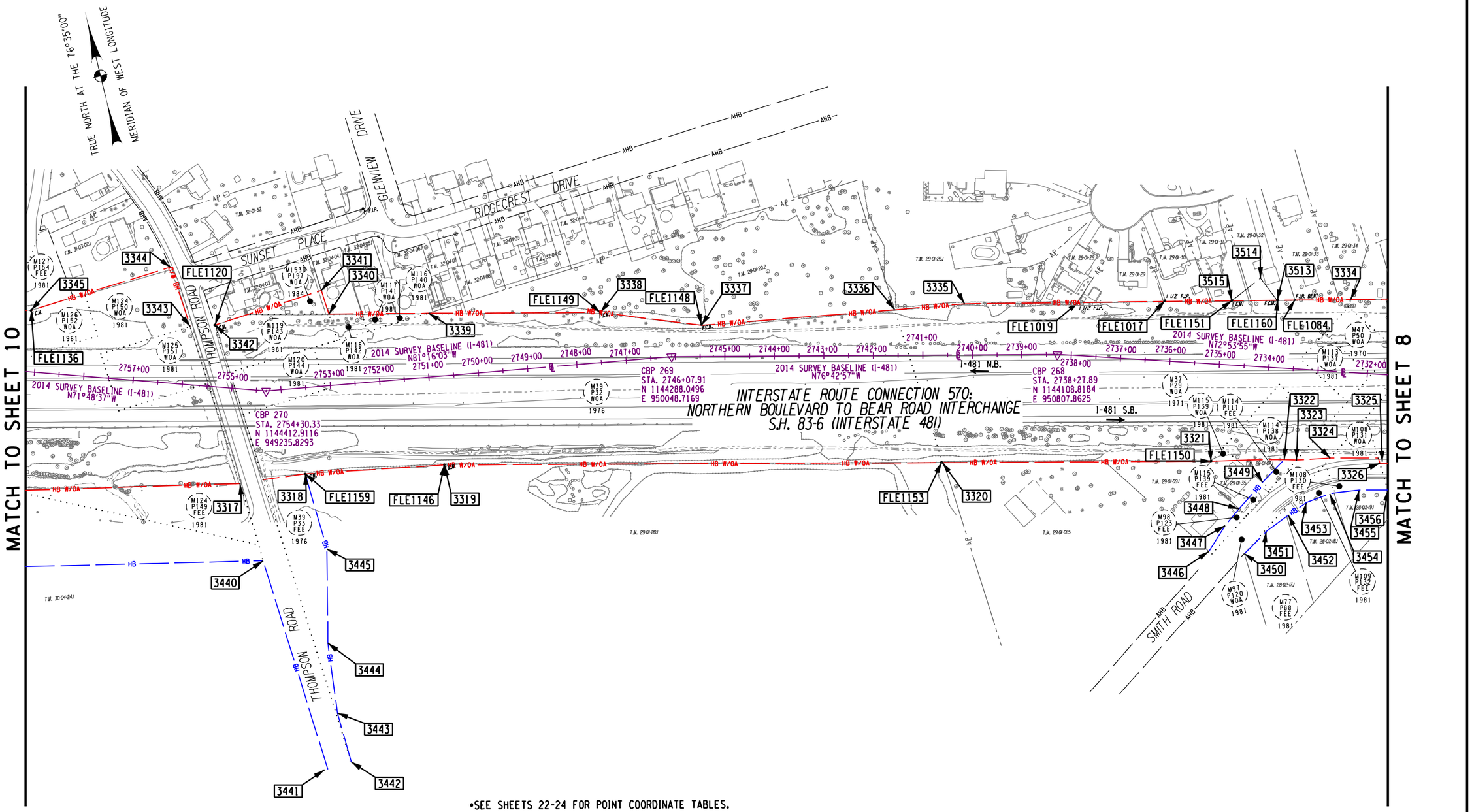
CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 8

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

TTO | PROJECT MANAGER | WRS | CHECK | MDS | DRAFTING | JFP | CHECK | N/A | DESIGN | N/A | JOB MANAGER | N/A | DESIGN SUPERVISOR



•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

100′ 0′ 200′ 400′

SCALE: 1"=200′

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)	I.R. 505-3-4.1	(F.I.S.H. 57-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)		

PIN: 3501.90
TOWN: CICERO
VILLAGE:
COUNTY: ONONDAGA

BRIDGES | CULVERS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

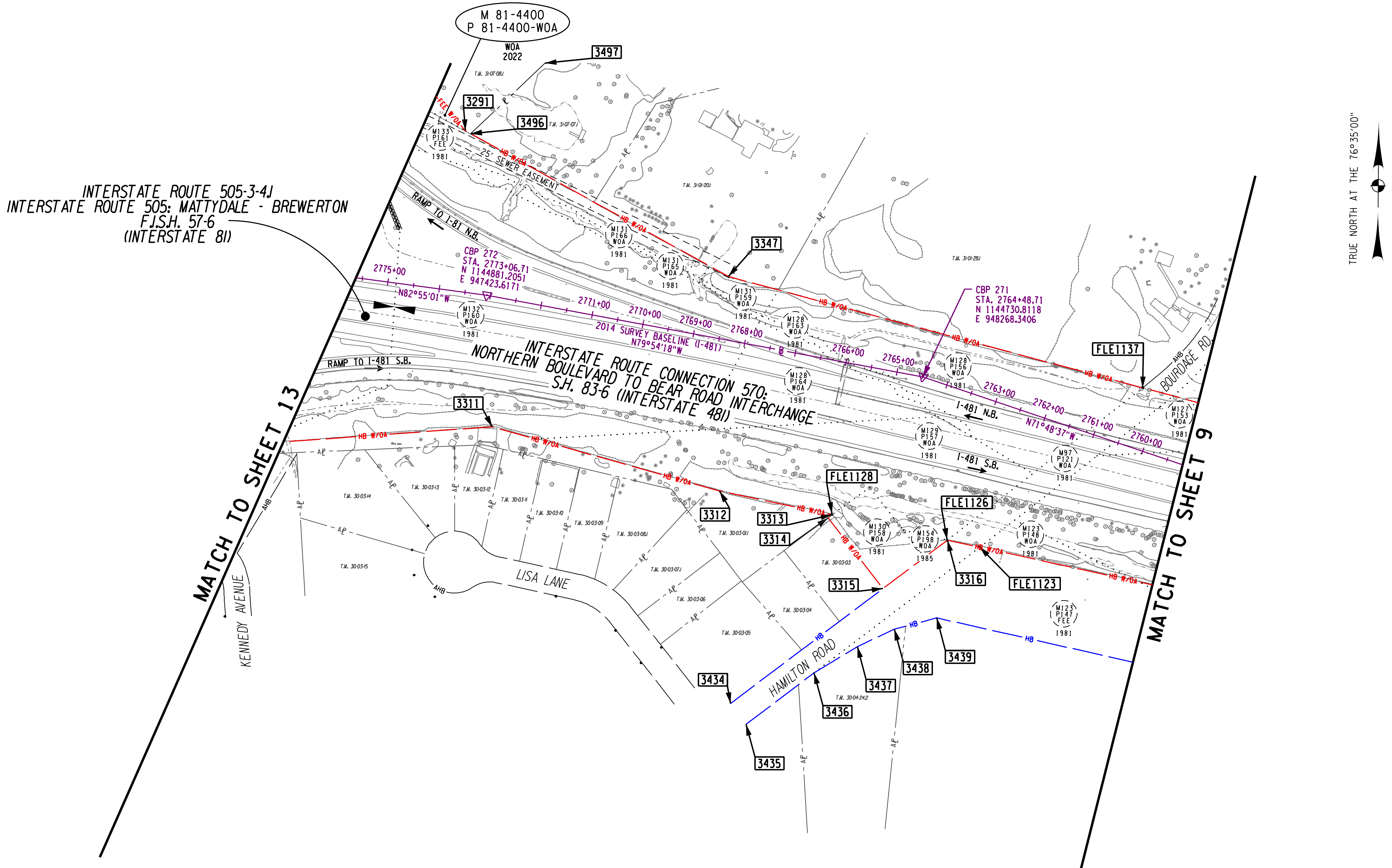
CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 9

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

TTO | PROJECT MANAGER | WRS | CHECK | MDS | DRAFTING | JFP | CHECK | N/A | DESIGN | N/A | JOB MANAGER | N/A | DESIGN SUPERVISOR



M 81-4400
P 81-4400-WOA
WOA
2022
3497
3291
3496
INTERSTATE ROUTE 505-3-4.I
INTERSTATE ROUTE 505: MATTYDALE - BREWERTON
F.I.S.H. 57-6
(INTERSTATE 81)
25' SEWER EASEMENT
RAMP TO I-81 N.B.
CBP 272
STA. 2773+06.71
N 1144881.2051
E 947423.6171
2775+00
N82°55'01"W
2771+00
2770+00
2769+00
2768+00
2014 SURVEY BASELINE (I-481)
N79°54'18"W
3347
CBP 271
STA. 2764+48.71
N 1144730.8118
E 948268.3406
2766+00
2765+00
2763+00
2762+00
2761+00
2760+00
N71°48'37"W
I-481 N.B.
I-481 S.B.
FLE1137
BOURDAGE RD.
RAMP TO I-481 S.B.
INTERSTATE ROUTE CONNECTION 570:
NORTHERN BOULEVARD TO BEAR ROAD INTERCHANGE
S.H. 83-6 (INTERSTATE 481)
3311
HB W/OA
3312
3313
3314
FLE1128
FLE1126
3315
3316
FLE1123
LISA LANE
HAMILTON ROAD
KENNEDY AVENUE
3434
3435
3436
3437
3438
3439
MATCH TO SHEET 13
MATCH TO SHEET 9
TRUE NORTH AT THE 76°35'00"
MERIDIAN OF WEST LONGITUDE
100' 0' 200' 400'
SCALE: 1"=200'

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

I.R. 570-1-5.11 (F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO	PIN: 3501.90
I.R. 570-1-5.12 (F.I.S.H. 68-4)	NORTHERN BLVD. (S.H. 82-7)	
I.R. 570-1-5.13 (F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO	
I.R. 570-1-5.2 (F.I.S.H. 70-7)	BEAR ROAD (S.H. 83-6)	TOWN: CICERO
I.R. 505-3-3.1 (F.A.S.H. 54-3)	I.R. 505-3-4.1 (F.I.S.H. 57-6)	VILLAGE:
		COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 10

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

TTO | PROJECT MANAGER | WRS | CHECK | MDS | DRAFTING | JFP | DESIGN | N/A | JOB MANAGER | N/A | DESIGN SUPERVISOR | N/A

TRUE NORTH AT THE 76°35'00" MERIDIAN OF WEST LONGITUDE

GATEWAY PARK DRIVE

INTERSTATE ROUTE 505-3-4J
INTERSTATE ROUTE 505: MATTYDALE - BREWERTON
F.I.S.H. 57-6
(INTERSTATE 81)

CBP 82
STA. 641+29.44
N 1139275.1300
E 943384.5140

2013 SURVEY BASELINE
N28°45'43"E

CBP 83
STA. 651+36.10
N 1140157.5907
E 943868.8867

2013 SURVEY BASELINE
N10°32'50"E

CBP 84
STA. 662+36.90
N 1141239.7955
E 944070.3852

2013 SURVEY BASELINE
N2°11'04"W

CBP 85
STA. 668+38.26
N 1141840.7191
E 944041.4628
N5°27'47"E

I-81 S.B.
I-81 N.B.

3292 3293 3294 3295 3296 3297 3298 3299 3275 3277 3278 3379 3380 3381 3382 3383 3384 3385 3386 3387 3388 3389 3390 3391 3494 3495

FLE1166 FLE1167 FLE1168 FLE1169 FLE1055 FLE1056 FLE1057 FLE1058 FLE1102

HB W/OA

M 81-4404
P 81-4404-WOA
WOA
2022

VILLAGE OF NORTH SYRACUSE
TOWN OF CICERO

WELLS AVENUE
ROXAN AVENUE
OAKLEY DRIVE
MICHAEL AVENUE
MANNING DRIVE
CLARENCE DRIVE
VERONA AVENUE

MATCH TO SHEET 12

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

100' 0' 200' 400'
SCALE: 1"=200'

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN: CICERO
VILLAGE: NORTH SYRACUSE
COUNTY: ONONDAGA

BRIDGES | CULVERTS

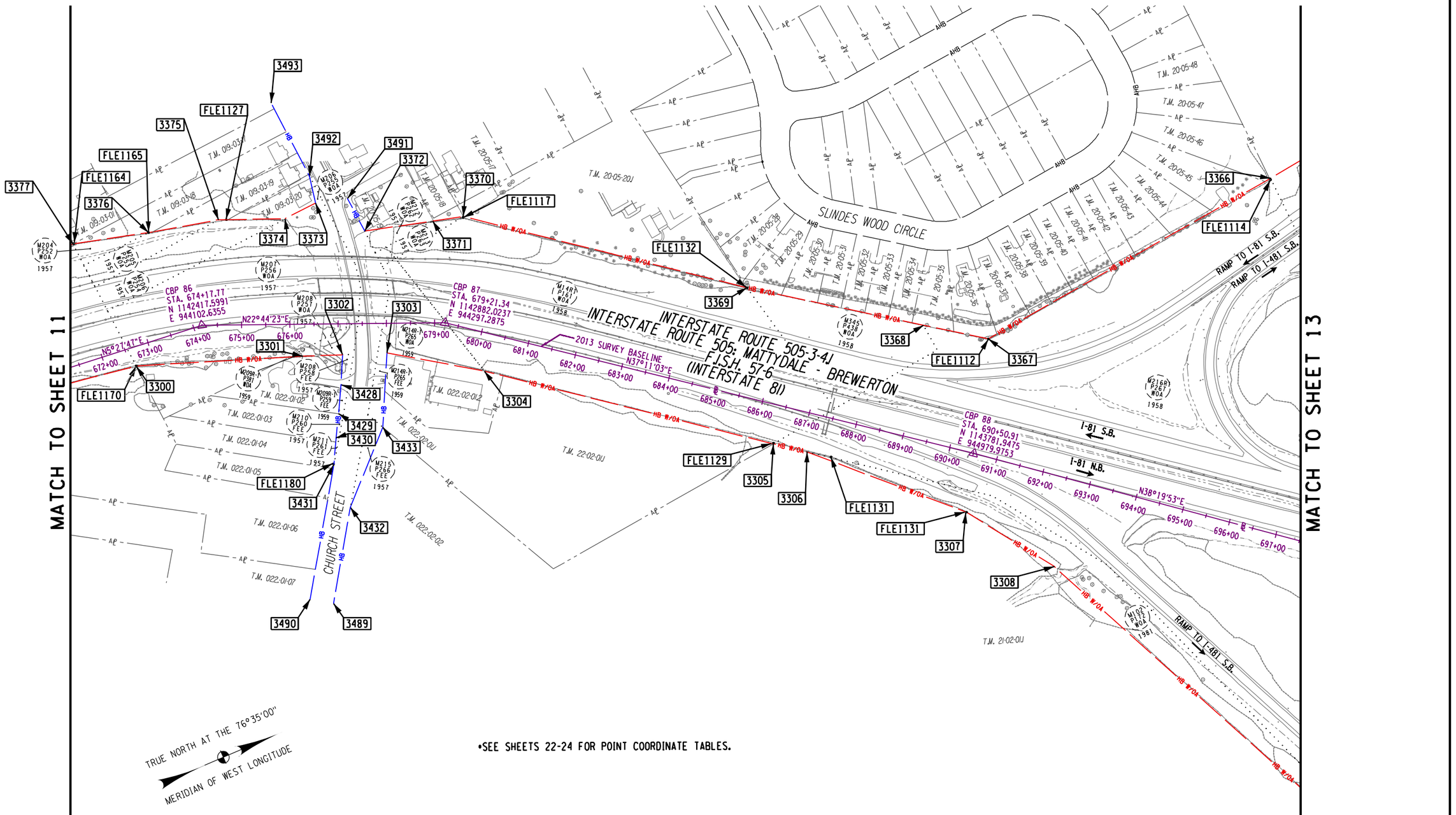
ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054
DRAWING NO.: 350190_C1-HBP
SHEET NO.: 11

NEW YORK STATE OF OPPORTUNITY. Department of Transportation



TRUE NORTH AT THE 76°35'00"
MERIDIAN OF WEST LONGITUDE

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

100′ 0′ 200′ 400′

SCALE: 1"=200′

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN: CICERO
VILLAGE: NORTH SYRACUSE
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 12

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: N/A | JOB MANAGER: N/A | DESIGN: N/A | CHECK: JFP | DRAFTING: MDS | CHECK: WRS | PROJECT MANAGER: TTO

JFP | DRAFTING | MDS | CHECK | WRS | PROJECT MANAGER | TTO

DESIGN SUPERVISOR | CHECK | N/A | DESIGN | N/A | JOB MANAGER | N/A

MATCH TO SHEET 14

MATCH TO SHEET 10

MATCH TO SHEET 12

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

TRUE NORTH AT THE 76°55'00" MERIDIAN OF WEST LONGITUDE

3358 FLE1113

CBP 870
STA. 713+56.56 =
STA. 2793+04.27
N 1145600.5710
E 946397.1390

3362 3361 3359 3360 FLE1115 FLE1121 FLE1118

3364 3365 3363

3517 FLE1122 3310 3523

40' SEWER EASEMENT

MUD CREEK DRAINAGE IMPROVEMENT EASEMENT

25' SEWER EASE.

M 81-4400
P 81-4400-WOA
WOA 2022

M133 P161 FEE 1981

M287 P396 WOA 1957

M217 P268 WOA 1957

M289 P363 WOA 1957

M219 P270 WOA 1957

M218 P269 WOA 1957

M101 P171 WOA 1981

3309

CBP 273
STA. 2779+49.62
N 1144960.4815
E 946785.6183

CBP 274
STA. 2786+65.01
N 1145049.6985
E 946074.7988

CBP 89
STA. 702+08.58
N 1144690.0647
E 945697.9711

2013 SURVEY BASELINE (I-81)
N37° 31'13"E

2014 SURVEY BASELINE (I-481)
N82°50'46"W

N15°18'22"E

N30°20'02"E

N38°19'57"E

N82°55'00"W

TULLER ROAD

RAMP TO I-481 N.B.

RAMP TO I-81 S.B.

I-481 N.B.

I-481 S.B.

I-81 N.B.

I-81 S.B.

INTERSTATE ROUTE 505-3-4J
INTERSTATE ROUTE 505: WAITYDALE - BREWERTON
F.I.S.H. 57-6
(INTERSTATE 81)

TOWN OF CICERO
VILLAGE OF NORTH SYRACUSE

VILLAGE OF NORTH SYRACUSE
TOWN OF CICERO

CORA AVENUE

HB W/OA

AHB

AP

100' 0' 200' 400'

SCALE: 1"=200'

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN: CICERO
VILLAGE: NORTH SYRACUSE
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

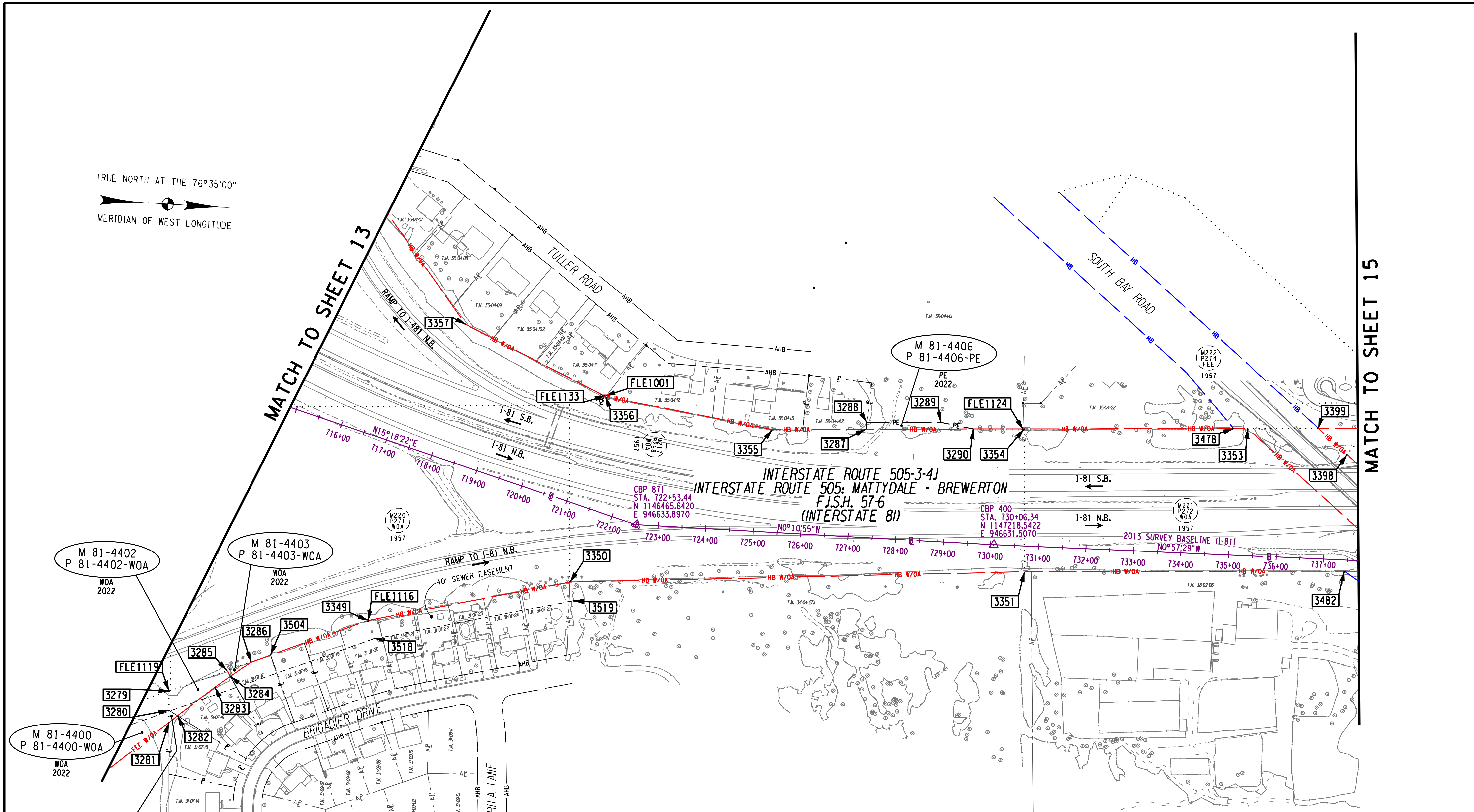
CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 13

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

TTO | PROJECT MANAGER | WRS | CHECK | MDS | DRAFTING | JFP | CHECK | N/A | DESIGN | N/A | JOB MANAGER | N/A | DESIGN SUPERVISOR



TRUE NORTH AT THE 76°35'00"
MERIDIAN OF WEST LONGITUDE
MATCH TO SHEET 13
MATCH TO SHEET 15
TULLER ROAD
SOUTH BAY ROAD
BRIGADIER DRIVE
RITA LANE
RAMP TO I-481 N.B.
RAMP TO I-81 N.B.
40' SEWER EASEMENT
I-81 S.B.
I-81 N.B.
INTERSTATE ROUTE 505-3-4.1
INTERSTATE ROUTE 505: MATTYDALE - BREWERTON
F.I.S.H. 57-6
(INTERSTATE 81)
CBP 871
STA. 722+53.44
N 1146465.6420
E 946633.8970
CBP 400
STA. 730+06.34
N 1147218.5422
E 946631.5070
2013 SURVEY BASELINE (I-81)
N15°18'22"E
N0°10'55"W
N0°57'29"W
716+00
717+00
718+00
719+00
720+00
721+00
722+00
723+00
724+00
725+00
726+00
727+00
728+00
729+00
730+00
731+00
732+00
733+00
734+00
735+00
736+00
737+00
M 81-4400
P 81-4400-WOA
WOA 2022
M 81-4401
P 81-4401-WOA
WOA 2022
M 81-4402
P 81-4402-WOA
WOA 2022
M 81-4403
P 81-4403-WOA
WOA 2022
M 81-4406
P 81-4406-PE
PE 2022
M220 P271 WOA 1957
M221 P272 WOA 1957
M222 P274 FEE 1957
M217 P268 WOA 1957
3279
3280
3281
3282
3283
3284
3285
3286
3504
3349
FLE1116
FLE1119
3518
3350
3519
3357
FLE1133
FLE1001
3356
3355
3288
3287
3289
3290
FLE1124
3354
3478
3353
3399
3398
3351
3482
HB W/OA
FEE W/OA
HB
AHB
PE
T.M. 35-04-07
T.M. 35-04-08
T.M. 35-04-09
T.M. 35-04-10.2
T.M. 35-04-11
T.M. 35-04-12
T.M. 35-04-13
T.M. 35-04-14.2
T.M. 35-04-14.1
T.M. 35-04-22
T.M. 34-04-27.1
T.M. 38-02-06
T.M. 31-07-14
T.M. 31-07-15
T.M. 31-07-16
T.M. 31-07-17
T.M. 31-07-18
T.M. 31-07-19
T.M. 31-07-20
T.M. 31-07-21
T.M. 31-07-22
T.M. 31-07-23
T.M. 31-07-24
T.M. 31-07-25
T.M. 31-09-01
T.M. 31-09-02
T.M. 31-09-07
T.M. 31-09-08
T.M. 31-09-09
T.M. 31-09-10
T.M. 31-09-11
100' 0' 200' 400'
SCALE: 1"=200'

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN:	3501.90
TOWN:	CICERO
VILLAGE:	
COUNTY:	ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

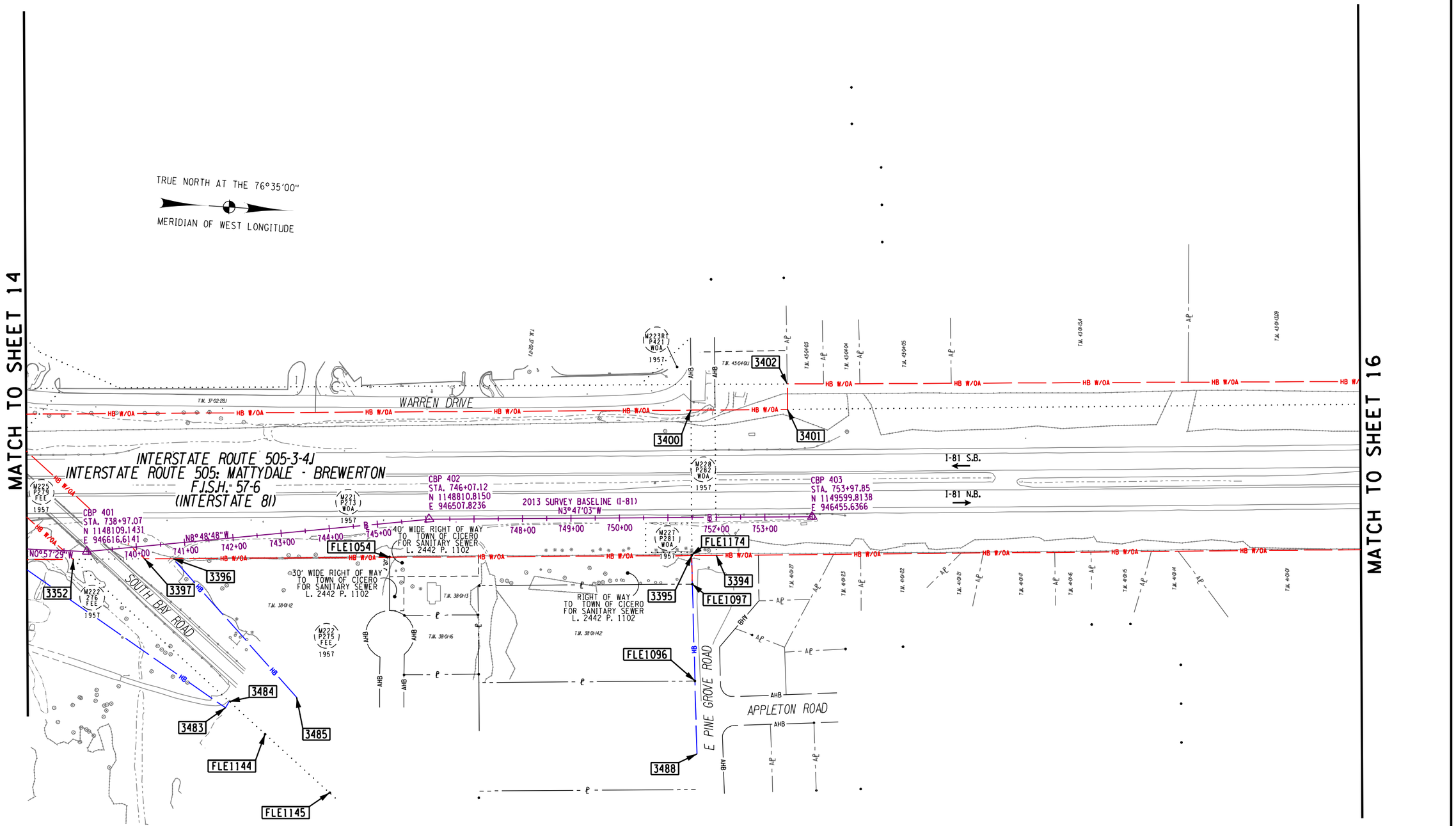
CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 14

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: JFP | JOB MANAGER: N/A | DESIGN: N/A | CHECK: N/A | DRAFTING: MDS | PROJECT MANAGER: WRS | TTO



•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

100′ 0′ 200′ 400′

SCALE: 1"=200′

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)	I.R. 505-3-4.1	(F.I.S.H. 57-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)		

PIN: 3501.90
TOWN: CICERO
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 15

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

TTO | PROJECT MANAGER | WRS | CHECK | MDS | DRAFTING | JFP | CHECK | N/A | DESIGN | N/A | JOB MANAGER | N/A | DESIGN SUPERVISOR

TRUE NORTH AT THE 76°35'00" MERIDIAN OF WEST LONGITUDE

MATCH TO SHEET 15

SURVEY BASELINE ENDS 1275'± SOUTH

HB W/OA

M326 P413 W0A 1957

M229R1 P283 W0A 1958

INTERSTATE ROUTE 505-3-4J
INTERSTATE ROUTE 505: MATTYDALE - BREWERTON
F.I.S.H. 57-6
(INTERSTATE 81)

1-81 S.B.

1-81 N.B.

3403 3404 FLE1172 3405

3393 FLE1171 3392 FLE1173

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

100' 0' 200' 400'

SCALE: 1"=200'

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)	I.R. 505-3-4.1	(F.I.S.H. 57-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)		

PIN: 3501.90
TOWN: CICERO
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

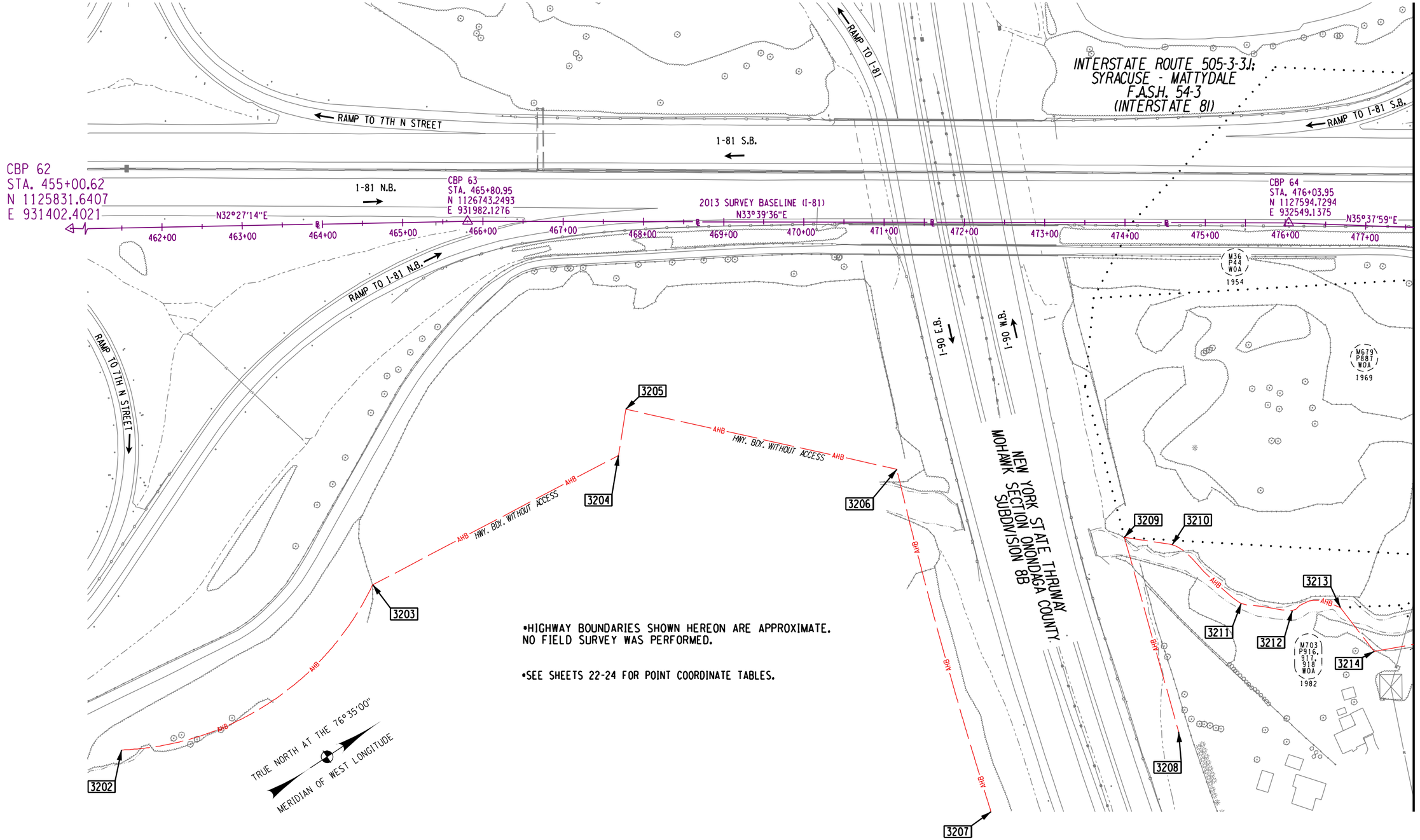
CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 16

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: N/A | JOB MANAGER: N/A | DESIGN: N/A | CHECK: JFP | DRAFTING: MDS | CHECK: WRS | PROJECT MANAGER: TTO



•HIGHWAY BOUNDARIES SHOWN HEREON ARE APPROXIMATE. NO FIELD SURVEY WAS PERFORMED.

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

60′ 0′ 60′ 120′ 180′

SCALE: 1"=120′

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN: SALINA
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 17

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: N/A | JOB MANAGER: N/A | DESIGN: N/A | CHECK: JFP | DRAFTING: MDS | CHECK: WRS | PROJECT MANAGER: TTO

INTERSTATE ROUTE 505-3-3J:
SYRACUSE - MATTYDALE
F.A.S.H. 54-3
(INTERSTATE 81)

TRUE NORTH AT THE 76°35'00" MERIDIAN OF WEST LONGITUDE

MATCH TO SHEET 17

MATCH TO SHEET 19

RAMP TO I-90

I-81 S.B.

I-81 N.B.

RAMP TO I-90

RAMP TO I-81 N.B.

GOULD PLACE

CBP 65
STA. 486+45.31
N 1128441.1093
E 933155.8244

2013 SURVEY BASELINE (I-81)

N35°37'59"E

N36°27'14"E

478+00 479+00 480+00 481+00 482+00 483+00 484+00 485+00 486+00 487+00 488+00 489+00 490+00 491+00 492+00 493+00

M36 P44 WOA 1954

M37 P45 WOA 1954

M667 P873 WOA 1961

M668 P875 WOA 1961

M696 P907 WOA 1982

M668 P874 WOA 1961

M706-D P923 FEE 1984

M666 P872 WOA 1961

M669 P876 WOA 1961

M670 P877 WOA 1961

M671 P878 WOA 1961

M672 P879 WOA 1961

M673 P880 WOA 1961

M689 P899 WOA 1982

M688 P898 WOA 1982

M705 P922 WOA 1982

M691 P901 WOA 1982

M692 P902 WOA 1982

M690 P900 WOA 1982

AHB HWY. BDY. WITHOUT ACCESS LINE

HWY. BDY. WITHOUT ACCESS AHB

3215 3216 3217 3218 3219 3220 3221 3222 3223 3224 3269 3270 3271 3272 3273 3274

THE PEOPLE OF THE STATE OF NEW YORK
(NYSDOT JURISDICTION)

•HIGHWAY BOUNDARIES SHOWN HEREON ARE APPROXIMATE.
NO FIELD SURVEY WAS PERFORMED.

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

60′ 0′ 60′ 120′ 180′

SCALE: 1"=120′

I.R. 570-1-5.11 (F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD. (S.H. 82-7)	PIN: 3501.90	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER D900054
I.R. 570-1-5.12 (F.I.S.H. 68-4)						
I.R. 570-1-5.13 (F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD (S.H. 83-6)	TOWN: SALINA			I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1	DRAWING NO.: 350190_C1-HBP
I.R. 570-1-5.2 (F.I.S.H. 70-7)		VILLAGE:			HIGHWAY BOUNDARY PLAN	SHEET NO.: 18
I.R. 505-3-3.1 (F.A.S.H. 54-3)	I.R. 505-3-4.1 (F.I.S.H. 57-6)	COUNTY: ONONDAGA				

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR JFP | DRAFTING MDS | JOB MANAGER N/A | DESIGN N/A | CHECK N/A | PROJECT MANAGER WRS | TTO

INTERSTATE ROUTE 505-3-3J:
SYRACUSE - MATTYDALE
F.A.S.H. 54-3
(INTERSTATE 81)

TRUE NORTH AT THE 76°35'00" MERIDIAN OF WEST LONGITUDE

MATCH TO SHEET 18

MATCH TO SHEET 20

M37 P45 WOA 1954

M38 P46 WOA 1954

M694 P904 WOA 1982

M707-D P926 FEE 1986

M1356 P1770 WOA 1982

M1398-D P1827 FEE 1996

1-81 S.B.

1-81 N.B.

CBP 66
STA. 496+94.52
N 1129285.0307
E 933779.2441

N36°27'14"E 495+00

2013 SURVEY BASELINE (I-81)
N37°10'41"E

CBP 67
STA. 507+48.07
N 1130124.4600
E 934415.8977

N32°19'13"E

496+00 497+00 498+00 499+00 500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00 508+00 509+00 510+00

AHB HWY. BDY. WITHOUT ACCESS

3225 3226 3227 3250 3251 3252 3253 3254 3255 3256 3257 3258 3259 3260 3261 3262 3263 3264 3265 3266 3267 3268

THE PEOPLE OF THE STATE OF NEW YORK
(NYSDOT JURISDICTION)

•HIGHWAY BOUNDARIES SHOWN HEREON ARE APPROXIMATE.
NO FIELD SURVEY WAS PERFORMED.

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

60' 0' 60' 120' 180'

SCALE: 1"=120'

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN: SALINA
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

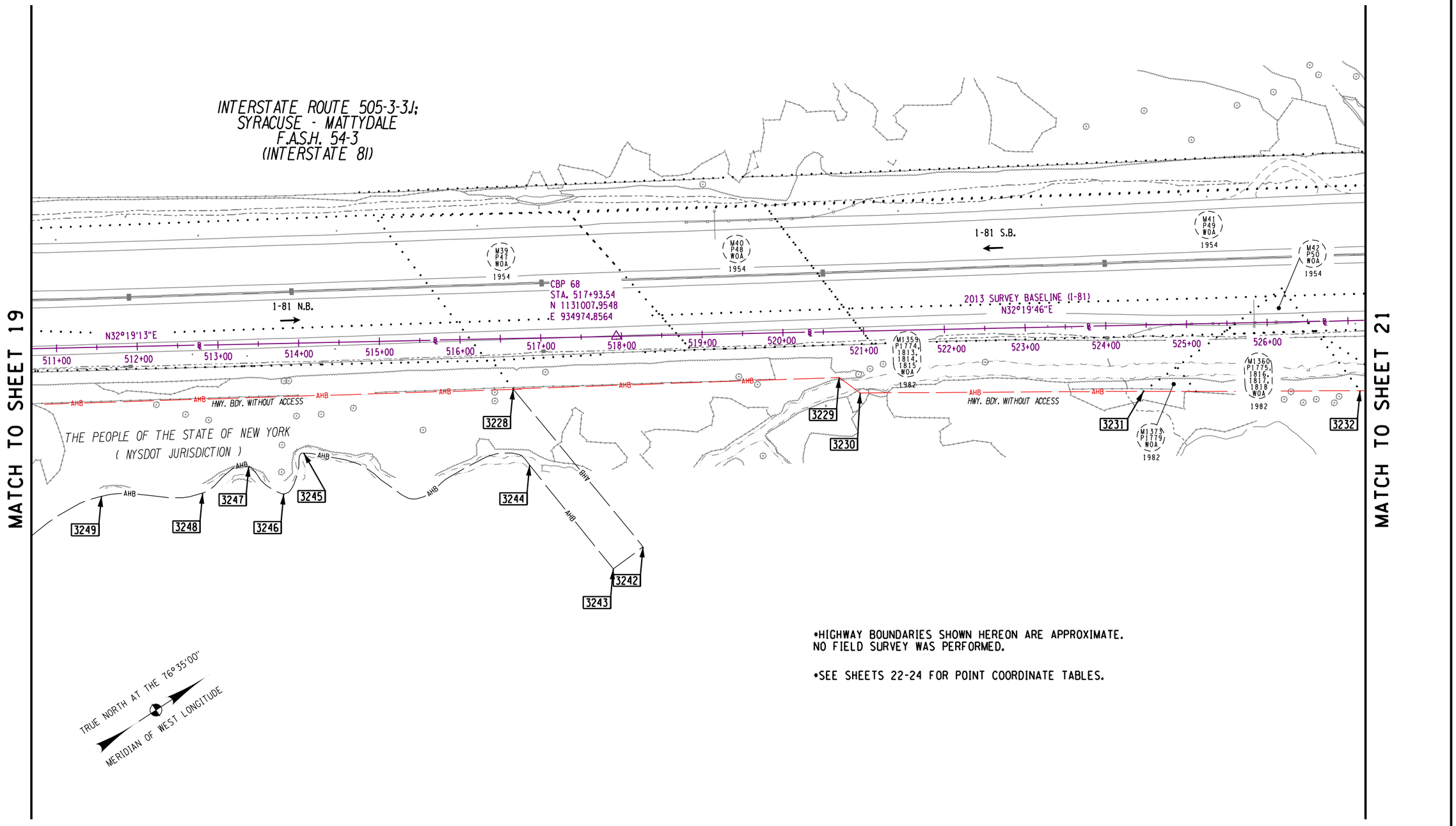
CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 19

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: N/A | JOB MANAGER: N/A | DESIGN: N/A | CHECK: JFP | DRAFTING: MDS | CHECK: WRS | PROJECT MANAGER: TTO



•HIGHWAY BOUNDARIES SHOWN HEREON ARE APPROXIMATE.
NO FIELD SURVEY WAS PERFORMED.

•SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

60′ 0′ 60′ 120′ 180′

SCALE: 1"=120′

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.A.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN: SALINA
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

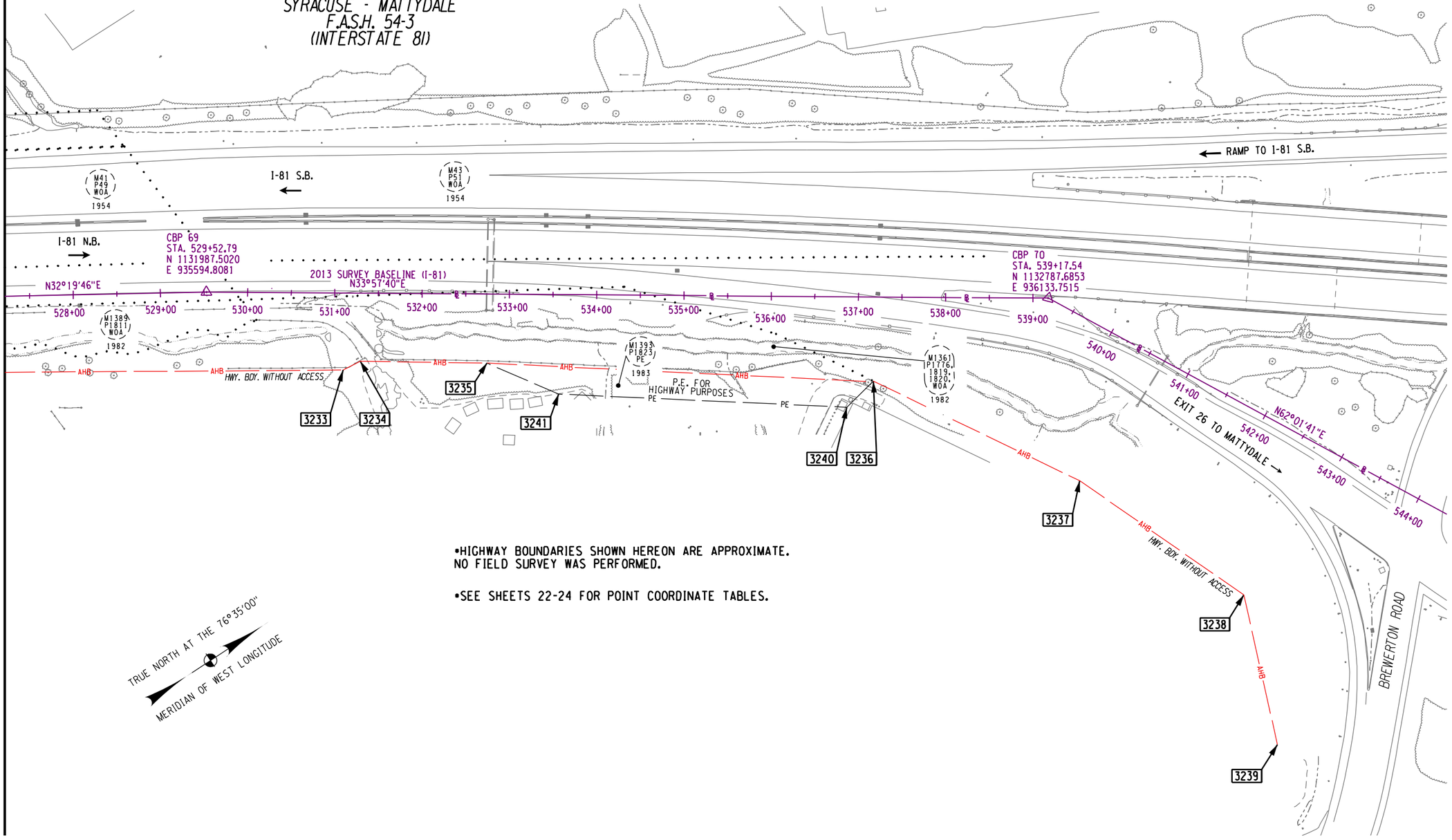
SHEET NO.: 20

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: JFP | JOB MANAGER: N/A | DESIGN: N/A | CHECK: N/A | DRAFTING: MDS | CHECK: WRS | PROJECT MANAGER: TTO

INTERSTATE ROUTE 505-3-3.1; SYRACUSE - MATTYDALE F.A.S.H. 54-3 (INTERSTATE 81)

MATCH TO SHEET 20



- HIGHWAY BOUNDARIES SHOWN HEREON ARE APPROXIMATE. NO FIELD SURVEY WAS PERFORMED.
- SEE SHEETS 22-24 FOR POINT COORDINATE TABLES.

60' 0' 60' 120' 180'

SCALE: 1"=120'

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN: SALINA
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 21

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

POINT NUMBER COORDINATE TABLE			
POINT	NORTHING	EASTING	DESCRIPTION
1000	1146809.795	946299.175	IRON PIPE
1001	1146384.529	946367.376	IRON PIPE
1002	1116070.042	962410.794	IRON PIPE
1003	1146046.415	945891.443	IRON PIPE
1004	1146046.415	945891.438	IRON PIPE
1005	1146127.590	945947.471	IRON PIPE
1006	1146169.633	946041.600	IRON PIPE
1007	1146464.318	946256.117	IRON PIPE
1008	1146870.284	946016.130	IRON PIPE
1011	1145957.305	947080.556	IRON PIPE
1017	1144163.595	951045.037	IRON PIPE
1019	1144201.517	950873.725	IRON PIPE
1025	1146053.308	947050.806	IRON PIPE
1031	1144327.518	946805.266	IRON PIPE
1034	1144071.262	946708.139	IRON PIPE
1036	1149511.808	945966.862	IRON PIPE
1037	1149627.813	945566.209	IRON PIPE
1038	1153221.695	945777.837	IRON PIPE
1040	1149710.428	945881.081	IRON PIPE
1041	1149803.040	946712.249	IRON PIPE
1042	1153141.386	945647.988	IRON PIPE
1045	1149704.998	945804.458	IRON PIPE
1046	1149684.781	946724.022	IRON PIPE
1047	1153136.446	945570.632	IRON PIPE
1048	1149698.866	945727.524	IRON PIPE
1050	1153190.809	945478.160	IRON PIPE
1051	1149633.078	945641.014	IRON PIPE
1053	1148922.407	946638.479	IRON PIPE
1054	1148733.857	946590.653	IRON PIPE
1055	1141987.691	944083.830	IRON PIPE
1056	1141935.747	944077.302	IRON PIPE
1057	1141791.374	944143.108	IRON PIPE
1058	1141794.665	944201.007	IRON PIPE
1059	1149362.332	945978.999	IRON PIPE
1060	1148947.522	947075.709	IRON PIPE
1065	1150189.075	946643.204	IRON PIPE
1068	1150268.888	946637.457	IRON PIPE
1070	1150377.696	946715.402	IRON PIPE
1072	1145814.836	945178.079	IRON ROD
1074	1145815.225	945258.148	IRON ROD
1076	1145863.268	945149.790	IRON ROD
1084	1144103.346	951300.091	IRON ROD
1085	1143902.822	946723.308	IRON ROD
1089	1144400.568	946858.241	IRON ROD
1095	1148923.452	946698.856	IRON ROD
1096	1149378.341	946808.432	IRON ROD
1097	1149361.105	946609.215	IRON ROD
1098	1148778.192	946831.639	IRON ROD
1099	1148771.381	946709.161	IRON ROD
1100	1148931.867	946821.178	IRON ROD
1101	1142272.222	944472.396	IRON ROD
1102	1141728.148	944091.333	IRON ROD
1103	1147261.795	946330.710	IRON ROD
1104	1147299.633	946328.299	IRON ROD
1105	1149641.975	947019.097	IRON ROD
1106	1150383.040	946795.378	IRON ROD
1107	1149628.817	946879.959	IRON ROD
1108	1150388.585	946875.102	IRON ROD
1109	1149490.733	946706.565	IRON ROD
1111	1149733.452	947010.599	IRON ROD
1112	1143903.875	944773.515	CONC. R.O.W. MON.
1113	1145852.752	945945.927	CONC. R.O.W. MON.
1114	1144571.712	944702.148	CONC. R.O.W. MON.

POINT NUMBER COORDINATE TABLE			
POINT	NORTHING	EASTING	DESCRIPTION
1115	1145699.266	945592.614	CONC. R.O.W. MON.
1116	1145915.983	946869.159	CONC. R.O.W. MON.
1117	1143003.047	944111.510	CONC. R.O.W. MON.
1118	1145403.455	944912.535	CONC. R.O.W. MON.
1119	1145506.395	947041.483	CONC. R.O.W. MON.
1120	1144566.699	949166.380	CONC. R.O.W. MON.
1121	1145519.271	945177.218	CONC. R.O.W. MON.
1122	1145346.931	947107.483	CONC. R.O.W. MON.
1123	1144402.614	948380.832	CONC. R.O.W. MON.
1124	1147265.678	946385.879	CONC. R.O.W. MON.
1125	1144589.149	946975.230	CONC. R.O.W. MON.
1126	1144414.594	948317.758	CONC. R.O.W. MON.
1127	1142550.171	943921.855	CONC. R.O.W. MON.
1128	1144462.536	948094.497	CONC. R.O.W. MON.
1129	1143409.091	944795.842	CONC. R.O.W. MON.
1130	1143507.494	944869.761	CONC. R.O.W. MON.
1131	1143720.209	945086.036	CONC. R.O.W. MON.
1132	1143486.806	944478.676	CONC. R.O.W. MON.
1133	1146384.555	946367.696	CONC. R.O.W. MON.
1134	1115791.249	961930.943	CONC. R.O.W. MON.
1135	1115416.216	961800.948	CONC. R.O.W. MON.
1136	1144682.778	948812.179	CONC. R.O.W. MON.
1137	1144713.596	948694.000	CONC. R.O.W. MON.
1138	1114523.703	962624.351	CONC. R.O.W. MON.
1139	1116461.920	962388.379	CONC. R.O.W. MON.
1140	1116327.939	962037.555	CONC. R.O.W. MON.
1141	1114406.443	959362.027	CONC. R.O.W. MON.
1142	1113255.094	962837.515	CONC. R.O.W. MON.
1143	1114116.722	958796.840	CONC. R.O.W. MON.
1144	1148499.027	946970.969	CONC. R.O.W. MON.
1145	1148639.600	947083.629	CONC. R.O.W. MON.
1146	1144183.204	949550.988	CONC. R.O.W. MON.
1147	1143476.299	952454.343	CONC. R.O.W. MON.
1148	1144336.504	950122.605	CONC. R.O.W. MON.
1149	1144408.086	949929.769	CONC. R.O.W. MON.
1150	1143826.745	951059.118	CONC. R.O.W. MON.
1151	1144132.062	951176.485	CONC. R.O.W. MON.
1152	1143299.010	952879.870	CONC. R.O.W. MON.
1153	1143951.936	950529.021	CONC. R.O.W. MON.
1154	1143671.667	951696.759	CONC. R.O.W. MON.
1155	1143187.416	953004.846	CONC. R.O.W. MON.
1156	1144038.299	951581.586	CONC. R.O.W. MON.
1157	1143539.311	951965.947	CONC. R.O.W. MON.
1158	1143032.521	953131.437	CONC. R.O.W. MON.
1159	1144231.354	949273.507	CONC. R.O.W. MON.
1160	1144111.391	951266.101	CONC. R.O.W. MON.
1161	1143558.977	952170.654	CONC. R.O.W. MON.
1162	1142728.676	953254.859	CONC. R.O.W. MON.
1164	1142239.865	943842.060	CONC. R.O.W. MON.
1165	1142391.661	943882.570	CONC. R.O.W. MON.
1166	1141924.699	943863.124	CONC. R.O.W. MON.
1167	1140733.909	943804.815	CONC. R.O.W. MON.
1168	1140636.984	944076.901	CONC. R.O.W. MON.
1169	1140883.691	944146.482	CONC. R.O.W. MON.
1170	1142259.214	944126.048	CONC. R.O.W. MON.
1171	1152355.665	946344.897	CONC. R.O.W. MON.
1172	1152337.523	946044.776	CONC. R.O.W. MON.
1173	1153018.009	946339.346	CONC. R.O.W. MON.
1174	1149355.951	946549.867	CONC. R.O.W. MON.
1175	1114412.716	959579.366	CONC. R.O.W. MON.
1176	1113863.048	959602.492	CONC. R.O.W. MON.
1178	1146809.115	946114.409	MAG NAIL
1179	1144163.832	951645.955	MAG NAIL

POINT NUMBER COORDINATE TABLE			
POINT	NORTHING	EASTING	DESCRIPTION
1180	1142554.405	944474.854	MAG NAIL
1182	1123288.026	961516.202	IRON PIPE
1183	1124658.903	961604.059	IRON PIPE
1184	1125700.419	961590.776	IRON ROD
1185	1120178.571	961625.333	IRON ROD
1186	1121146.827	961053.283	IRON ROD
1187	1124815.067	961857.827	IRON ROD
1188	1116327.984	962037.520	CONC. R.O.W. MON.
1189	1120605.004	961550.653	CONC. R.O.W. MON.
1190	1123241.319	961509.383	CONC. R.O.W. MON.
1191	1123964.156	961899.893	CONC. R.O.W. MON.
1192	1128623.930	961443.850	CONC. R.O.W. MON.
1193	1116461.831	962388.231	CONC. R.O.W. MON.
1194	1120636.837	961537.695	CONC. R.O.W. MON.
1195	1123285.130	961952.457	CONC. R.O.W. MON.
1196	1123990.634	962041.321	CONC. R.O.W. MON.
1197	1125740.491	961986.106	CONC. R.O.W. MON.
1198	1128642.298	961399.125	CONC. R.O.W. MON.
1199	1116594.358	962403.716	CONC. R.O.W. MON.
1200	1120649.409	962130.236	CONC. R.O.W. MON.
1201	1124049.841	961900.535	CONC. R.O.W. MON.
1202	1125748.734	962084.902	CONC. R.O.W. MON.
1203	1116853.101	962351.463	CONC. R.O.W. MON.
1204	1120845.685	962262.210	CONC. R.O.W. MON.
1205	1123516.120	961905.345	CONC. R.O.W. MON.
1206	1124115.552	962117.963	CONC. R.O.W. MON.
1207	1126050.448	961837.758	CONC. R.O.W. MON.
1208	1127470.947	961994.365	CONC. R.O.W. MON.
1209	1128777.983	961069.039	CONC. R.O.W. MON.
1210	1121072.361	962493.924	CONC. R.O.W. MON.
1211	1123635.869	961898.601	CONC. R.O.W. MON.
1212	1124384.788	961606.995	CONC. R.O.W. MON.
1213	1126933.142	961843.649	CONC. R.O.W. MON.
1214	1127836.272	961526.602	CONC. R.O.W. MON.
1215	1129253.498	960970.630	CONC. R.O.W. MON.
1216	1119487.701	961959.126	CONC. R.O.W. MON.
1217	1121096.263	961058.298	CONC. R.O.W. MON.
1218	1123765.461	961587.398	CONC. R.O.W. MON.
1219	1126942.878	961974.063	CONC. R.O.W. MON.
1220	1127856.613	962094.026	CONC. R.O.W. MON.
1221	1123770.365	962282.883	CONC. R.O.W. MON.
1222	1124809.067	961601.640	CONC. R.O.W. MON.
1223	1127858.790	962133.892	CONC. R.O.W. MON.
1224	1120196.708	961923.434	CONC. R.O.W. MON.
1225	1121538.702	960898.213	CONC. R.O.W. MON.
1226	1123925.993	962167.830	CONC. R.O.W. MON.
1227	1127258.297	962070.810	CONC. R.O.W. MON.
1228	1120203.597	961624.335	CONC. R.O.W. MON.
1229	1121701.335	962452.134	CONC. R.O.W. MON.
1230	1123937.880	961951.248	CONC. R.O.W. MON.
1231	1124830.809	961997.866	CONC. R.O.W. MON.
1232	1127414.032	962142.215	CONC. R.O.W. MON.
1233	1129562.116	962206.910	CONC. R.O.W. MON.
1234	1120302.121	961963.995	CONC. R.O.W. MON.
1235	1121839.834	962551.364	CONC. R.O.W. MON.
1236	1123940.474	962043.216	CONC. R.O.W. MON.
1237	1124833.014	962097.940	CONC. R.O.W. MON.
1238	1127422.618	962147.938	CONC. R.O.W. MON.
1239	1128504.661	961496.715	CONC. R.O.W. MON.
1240	1129688.251	961983.601	CONC. R.O.W. MON.
3007	1113244.571	962851.590	HWY. BDY. W/OA
3008	1113256.895	962836.840	HWY. BDY. W/OA
3009	1113900.136	962719.433	HWY. BDY. W/OA

POINT NUMBER COORDINATE TABLE			
POINT	NORTHING	EASTING	DESCRIPTION
3010	1115737.713	962437.551	HWY. BDY. W/OA
3011	1116003.889	962415.295	HWY. BDY. W/OA
3012	1116492.753	962386.619	HWY. BDY. W/OA
3013	1116557.801	962411.283	HWY. BDY. W/OA
3014	1116853.176	962351.469	HWY. BDY. W/OA
3015	1117683.126	962309.593	HWY. BDY. W/OA
3016	1117648.707	962190.534	HWY. BDY. W/OA
3017	1117424.116	962236.274	HWY. BDY. W/OA
3018	1117402.661	962240.606	HWY. BDY. W/OA
3019	1117312.656	961931.869	HWY. BDY. W/OA
3020	1117545.493	961901.478	HWY. BDY. W/OA
3021	1117513.498	961792.754	HWY. BDY. W/OA
3022	1117287.499	961845.577	HWY. BDY. W/OA
3023	1116579.055	962011.138	HWY. BDY. W/OA
3024	1116512.646	962026.755	HWY. BDY. W/OA
3025	1116327.966	962037.584	HWY. BDY. W/OA
3026	1115791.269	961931.113	HWY. BDY. W/OA
3027	1115416.268	961751.110	HWY. BDY. W/OA
3028	1114851.257	961301.108	HWY. BDY. W/OA
3029	1114439.084	960481.907	HWY. BDY. W/OA
3030	1114406.680	959362.384	HWY. BDY. W/OA
3031	1114455.692	958847.319	HWY. BDY. W/OA
3032	1114500.858	958515.012	HWY. BDY. W/OA
3033	1114156.868	958524.484	HWY. BDY. W/OA
3034	1114117.016	958796.908	HWY. BDY. W/OA
3035	1113825.714	959720.460	HWY. BDY. W/OA
3036	1113606.464	960152.986	HWY. BDY. W/OA
3037	1113357.052	960535.119	HWY. BDY. W/OA
3038	1113277.119	960540.077	HWY. BDY. W/OA
3039	1113283.516	960629.611	HWY. BDY. W/OA
3040	1113186.640	960747.629	HWY. BDY. W/OA
3042	1116556.196	962894.722	HWY. BDY.
3043	1116598.633	962403.027	HWY. BDY.
3044	1116596.132	962007.151	HWY. BDY.
3045	1116626.708	961241.806	HWY. BDY.
3046	1123019.931	962334.023	HWY. BDY.
3047	1123005.640	962124.520	HWY. BDY.
3048	1122962.215	962355.791	HWY. BDY.
3049	1122948.536	962159.353	HWY. BDY.
3050	1117506.353	962219.526	HWY. BDY.
3051	1122937.615	961151.256	HWY. BDY.
3052	1122877.323	961146.722	HWY. BDY.
3054	1123770.730	962282.705	HWY. BDY.
3055	1123890.829	962043.992	HWY. BDY.
3056	1123992.968	962041.214	HWY. BDY.
3057	1124115.087	962018.128	HWY. BDY.
3058	1124830.503	961997.959	HWY. BDY.
3059	1127263.003	961970.978	HWY. BDY.
3060	1127470.399	961994.069	HWY. BDY.
3061	1127475.508	962060.823	HWY. BDY.
3062	1127480.818	962143.870	HWY. BDY.
3063	1127487.118	962226.782	HWY. BDY.
3064	1127489.846	962268.891	HWY. BDY.
3065	1127466.868	962179.188	HWY. BDY.
3066	1127356.490	962101.466	HWY. BDY.
3067	1127258.094	962071.027	HWY. BDY.
3068	1124833.079	962097.929	HWY. BDY.
3069	1124115.640	962118.155	HWY. BDY.
3070	1123925.823	962167.945	HWY. BDY.
3071	1127533.121	962151.950	HWY. BDY.
3072	1127490.606	961536.845	HWY. BDY.
3073	1127470.375	961226.817	HWY. BDY.
3074	1127421.420	961230.488	HWY. BDY.

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.A.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN:
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 22

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR N/A | JOB MANAGER N/A | DESIGN N/A | CHECK N/A | PROJECT MANAGER WRS | DRAFTING MDS | CHECK JFP | TTO

TTO | PROJECT MANAGER | WRS | CHECK | MDS | DRAFTING | JFP | CHECK | N/A | DESIGN | N/A | JOB MANAGER | N/A | DESIGN SUPERVISOR

POINT NUMBER COORDINATE TABLE

POINT	NORTHING	EASTING	DESCRIPTION
3075	1127441.380	961538.534	HWY. BDY.
3076	1119036.744	962015.885	HWY. BDY. W/OA
3077	1119037.238	961977.741	HWY. BDY. W/OA
3078	1119485.628	961953.334	HWY. BDY. W/OA
3079	1119467.611	961661.292	HWY. BDY. W/OA
3080	1119569.777	961648.454	HWY. BDY. W/OA
3081	1120203.767	961624.321	HWY. BDY. W/OA
3082	1120606.248	961553.425	HWY. BDY. W/OA
3083	1120636.562	961537.505	HWY. BDY. W/OA
3084	1121096.730	961058.012	HWY. BDY. W/OA
3085	1121454.452	961035.725	HWY. BDY. W/OA
3086	1121538.489	960898.020	HWY. BDY. W/OA
3091	1121839.942	962551.478	HWY. BDY. W/OA
3092	1121701.451	962452.599	HWY. BDY. W/OA
3093	1121072.763	962493.792	HWY. BDY. W/OA
3094	1120846.287	962262.692	HWY. BDY. W/OA
3095	1120649.272	962130.169	HWY. BDY. W/OA
3096	1120211.892	961922.544	HWY. BDY. W/OA
3097	1119594.505	961946.043	HWY. BDY. W/OA
3098	1119486.020	961959.675	HWY. BDY. W/OA
3099	1122751.135	962281.563	HWY. BDY. W/OA
3100	1123285.316	961952.241	HWY. BDY. W/OA
3101	1123516.158	961905.244	HWY. BDY. W/OA
3102	1123635.627	961898.499	HWY. BDY. W/OA
3103	1124049.925	961900.434	HWY. BDY. W/OA
3104	1124218.787	961876.944	HWY. BDY. W/OA
3105	1124996.944	961850.535	HWY. BDY. W/OA
3106	1126050.397	961837.552	HWY. BDY. W/OA
3108	1127858.330	962174.593	HWY. BDY. W/OA
3109	1127837.174	961524.953	HWY. BDY. W/OA
3110	1126044.562	961586.461	HWY. BDY. W/OA
3111	1124384.692	961606.932	HWY. BDY. W/OA
3112	1123765.220	961587.715	HWY. BDY. W/OA
3113	1123241.070	961509.163	HWY. BDY. W/OA
3114	1123055.775	961414.656	HWY. BDY. W/OA
3115	1122952.443	961359.899	HWY. BDY. W/OA
3116	1122888.371	961300.388	HWY. BDY. W/OA
3117	1122784.757	961201.843	HWY. BDY. W/OA
3118	1127530.898	962110.012	HWY. BDY.
3119	1127461.376	961847.146	2022 FEE ACQ.
3120	1127462.820	961870.669	2022 FEE ACQ.
3121	1127512.650	961870.675	2022 FEE ACQ.
3122	1127510.881	961847.483	2022 FEE ACQ.
3123	1127670.032	961870.695	2022 FEE ACQ.
3124	1127670.850	961935.690	2022 FEE ACQ.
3125	1127850.542	961935.429	2022 FEE ACQ.
3126	1127847.752	961849.773	2022 FEE ACQ.
3127	1115136.184	962529.742	PERMANENT EASEMENT
3128	1115313.004	962525.772	PERMANENT EASEMENT
3129	1115371.494	962525.801	PERMANENT EASEMENT
3130	1115737.384	962464.734	PERMANENT EASEMENT
3131	1116070.077	962442.908	PERMANENT EASEMENT
3132	1116071.541	962471.030	PERMANENT EASEMENT
3133	1116415.545	962443.816	PERMANENT EASEMENT
3134	1116484.715	962515.709	PERMANENT EASEMENT
3135	1116622.553	962398.170	PERMANENT EASEMENT
3136	1116622.342	962513.287	PERMANENT EASEMENT
3137	1116672.592	962513.163	PERMANENT EASEMENT
3138	1116672.881	962387.979	PERMANENT EASEMENT
3139	1117333.542	961929.278	PERMANENT EASEMENT
3140	1117418.404	962217.025	HWY. BDY.
3141	1119038.096	961911.375	PERMANENT EASEMENT
3142	1119480.446	961869.341	PERMANENT EASEMENT

POINT NUMBER COORDINATE TABLE

POINT	NORTHING	EASTING	DESCRIPTION
3143	1119466.887	961649.465	PERMANENT EASEMENT
3144	1120308.694	961968.504	PERMANENT EASEMENT
3145	1120258.355	961992.986	PERMANENT EASEMENT
3146	1119934.120	962572.053	PERMANENT EASEMENT
3147	1119864.765	962532.419	PERMANENT EASEMENT
3148	1120178.729	961971.442	PERMANENT EASEMENT
3149	1120176.918	961923.877	PERMANENT EASEMENT
3150	1123844.592	961988.566	PERMANENT EASEMENT
3151	1123940.940	962042.630	PERMANENT EASEMENT
3152	1123938.036	961950.868	PERMANENT EASEMENT
3153	1127857.034	962134.783	PERMANENT EASEMENT
3154	1127855.698	962093.778	PERMANENT EASEMENT
3155	1128126.414	962076.851	PERMANENT EASEMENT
3156	1128146.646	962075.744	PERMANENT EASEMENT
3157	1128139.536	961852.462	PERMANENT EASEMENT
3158	1128138.791	961852.474	PERMANENT EASEMENT
3159	1128118.679	961852.809	PERMANENT EASEMENT
3160	1128126.183	961502.005	PERMANENT EASEMENT
3161	1128209.554	961449.740	PERMANENT EASEMENT
3162	1128285.316	961499.966	PERMANENT EASEMENT
3163	1128131.527	962224.967	HWY. BDY. W/OA
3164	1128106.577	961502.257	HWY. BDY. W/OA
3165	1128502.700	961497.179	HWY. BDY. W/OA
3166	1128623.425	961443.376	HWY. BDY. W/OA
3167	1128777.383	961068.968	HWY. BDY. W/OA
3168	1128908.401	960988.126	HWY. BDY. W/OA
3171	1129028.242	960981.958	HWY. BDY. W/OA
3172	1129238.928	960971.114	HWY. BDY. W/OA
3173	1129239.067	960969.172	HWY. BDY. W/OA
3174	1129423.421	961124.770	HWY. BDY. W/OA
3175	1129518.115	961337.079	HWY. BDY. W/OA
3176	1129546.509	961537.361	HWY. BDY. W/OA
3177	1129738.859	961535.631	HWY. BDY. W/OA
3181	1129750.511	961958.819	HWY. BDY. W/OA
3182	1129688.800	961984.029	HWY. BDY. W/OA
3183	1129562.728	962207.639	HWY. BDY. W/OA
3184	1129558.054	962353.983	HWY. BDY. W/OA
3192	1129534.683	961453.942	PERMANENT EASEMENT
3193	1129660.312	961536.338	PERMANENT EASEMENT
3196	1129737.481	961485.604	PERMANENT EASEMENT
3197	1129527.727	961404.877	PERMANENT EASEMENT
3198	1116238.595	962401.528	PERMANENT EASEMENT
3199	1116236.704	962436.017	PERMANENT EASEMENT
3200	1116291.293	962445.018	PERMANENT EASEMENT
3201	1116292.835	962398.346	PERMANENT EASEMENT
3202	1126019.814	932292.799	APROX. HWY. BDY.
3203	1126393.987	932294.333	APROX. HWY. BDY.
3204	1126738.734	932329.108	APROX. HWY. BDY.
3205	1126778.132	932286.081	APROX. HWY. BDY.
3206	1127018.291	932535.048	APROX. HWY. BDY.
3207	1126880.254	932955.737	APROX. HWY. BDY.
3208	1127130.136	933001.677	APROX. HWY. BDY.
3209	1127207.780	932762.721	APROX. HWY. BDY.
3210	1127252.189	932803.097	APROX. HWY. BDY.
3211	1127283.635	932911.616	APROX. HWY. BDY.
3212	1127331.702	932954.081	APROX. HWY. BDY.
3213	1127383.699	932984.381	APROX. HWY. BDY.
3214	1127388.775	933053.223	APROX. HWY. BDY.
3215	1127511.896	933106.984	APROX. HWY. BDY.
3216	1127552.455	933125.049	APROX. HWY. BDY.
3217	1127646.701	933333.679	APROX. HWY. BDY.
3218	1127651.324	933400.041	APROX. HWY. BDY.
3219	1127948.993	933383.016	APROX. HWY. BDY.

POINT NUMBER COORDINATE TABLE

POINT	NORTHING	EASTING	DESCRIPTION
3220	1128011.572	933399.184	APROX. HWY. BDY.
3221	1128012.986	933419.908	APROX. HWY. BDY.
3222	1128386.353	933399.949	APROX. HWY. BDY.
3223	1128566.308	933391.340	APROX. HWY. BDY.
3224	1128917.706	933587.614	APROX. HWY. BDY.
3225	1129725.991	934182.418	APROX. HWY. BDY.
3226	1130039.005	934423.877	APROX. HWY. BDY.
3227	1130246.370	934575.749	APROX. HWY. BDY.
3228	1130865.518	934958.685	APROX. HWY. BDY.
3229	1131209.823	935170.037	APROX. HWY. BDY.
3230	1131220.952	935200.380	APROX. HWY. BDY.
3231	1131514.734	935392.623	APROX. HWY. BDY.
3232	1131738.575	935540.164	APROX. HWY. BDY.
3233	1132068.549	935755.791	APROX. HWY. BDY.
3234	1132090.760	935758.377	APROX. HWY. BDY.
3235	1132210.440	935840.295	APROX. HWY. BDY.
3236	1132567.123	936102.435	APROX. HWY. BDY.
3237	1132701.995	936328.041	APROX. HWY. BDY.
3238	1132786.539	936540.864	APROX. HWY. BDY.
3239	1132723.941	936705.355	APROX. HWY. BDY.
3240	1132526.140	936110.271	PERMANENT EASEMENT
3241	1132259.335	935915.324	PERMANENT EASEMENT
3242	1130891.610	935210.551	APROX. HWY. BDY.
3243	1130845.623	935212.829	APROX. HWY. BDY.
3244	1130830.307	935048.542	APROX. HWY. BDY.
3245	1130605.319	934881.342	APROX. HWY. BDY.
3246	1130556.820	934910.029	APROX. HWY. BDY.
3247	1130539.767	934857.383	APROX. HWY. BDY.
3248	1130473.642	934853.614	APROX. HWY. BDY.
3249	1130366.937	934787.435	APROX. HWY. BDY.
3250	1130253.591	934784.649	APROX. HWY. BDY.
3251	1130101.090	934760.553	APROX. HWY. BDY.
3252	1130069.941	934738.392	APROX. HWY. BDY.
3253	1129971.922	934655.786	APROX. HWY. BDY.
3254	1129933.472	934632.839	APROX. HWY. BDY.
3255	1129895.931	934673.099	APROX. HWY. BDY.
3256	1129857.577	934680.160	APROX. HWY. BDY.
3257	1129783.935	934603.608	APROX. HWY. BDY.
3258	1129573.856	934517.763	APROX. HWY. BDY.
3259	1129473.677	934447.560	APROX. HWY. BDY.
3260	1129431.847	934321.385	APROX. HWY. BDY.
3261	1129456.547	934263.685	APROX. HWY. BDY.
3262	1129389.061	934113.894	APROX. HWY. BDY.
3263	1129263.293	934065.309	APROX. HWY. BDY.
3264	1129226.814	934069.124	APROX. HWY. BDY.
3265	1129225.329	934050.398	APROX. HWY. BDY.
3266	1129142.455	934008.268	APROX. HWY. BDY.
3267	1128986.389	933943.350	APROX. HWY. BDY.
3268	1128880.101	933978.097	APROX. HWY. BDY.
3269	1128683.167	933995.355	APROX. HWY. BDY.
3270	1128645.721	933912.377	APROX. HWY. BDY.
3271	1128638.998	933747.982	APROX. HWY. BDY.
3272	1128533.066	933680.309	APROX. HWY. BDY.
3273	1128508.467	933595.344	APROX. HWY. BDY.
3274	1128399.304	933557.969	APROX. HWY. BDY.
3275	1141945.154	944205.357	2022 FEE ACQ.
3276	1141937.904	944077.791	2022 FEE ACQ.
3277	1141954.544	944079.797	2022 FEE ACQ.
3278	1141961.628	944204.420	2022 FEE ACQ.
3279	1145506.638	947041.993	2022 FEE ACQ.
3280	1145509.052	947082.423	2022 FEE ACQ.
3281	1145510.578	947107.980	2022 FEE ACQ.
3282	1145528.028	947092.812	2022 FEE ACQ.

POINT NUMBER COORDINATE TABLE

POINT	NORTHING	EASTING	DESCRIPTION
3283	1145602.542	947028.038	2022 FEE ACQ.
3284	1145633.871	947003.310	2022 FEE ACQ.
3285	1145626.158	946991.415	2022 FEE ACQ.
3286	1145675.277	946970.629	2022 FEE ACQ.
3287	1146935.967	946404.948	2022 PERM. EASE. PROP.
3288	1146936.794	946390.478	2022 PERM. EASE. PROP.
3289	1147091.402	946380.909	2022 PERM. EASE. PROP.
3290	1147161.434	946390.994	2022 PERM. EASE. PROP.
3291	1145199.195	947378.658	2022 FEE ACQ.
3292	1139392.021	943522.261	HWY. BDY. W/OA
3293	1139730.531	943741.167	HWY. BDY. W/OA
3294	1140123.658	943936.811	HWY. BDY. W/OA
3295	1140883.592	944146.509	HWY. BDY. W/OA
3296	1141259.813	944122.105	HWY. BDY. W/OA
3297	1141726.774	944090.535	HWY. BDY. W/OA
3298	1141786.677	944087.128	HWY. BDY. W/OA
3299	1141936.378	944077.611	HWY. BDY. W/OA
3300	1142258.668	944126.387	HWY. BDY. W/OA
3301	1142594.431	944249.055	HWY. BDY. W/OA
3302	1142660.801	944274.131	HWY. BDY. W/OA
3303	1142747.148	944307.074	HWY. BDY. W/OA
3304	1142917.831	944421.593	HWY. BDY. W/OA
3305	1143408.227	944797.229	HWY. BDY. W/OA
3306	1143466.060	944840.308	HWY. BDY. W/OA
3307	1143719.913	945085.968	HWY. BDY. W/OA
3308	1143842.764	945261.822	HWY. BDY. W/OA
3309	1144349.677	946358.735	HWY. BDY. W/OA
3310	1144588.841	946975.159	HWY. BDY. W/OA
3311	1144626.446	947435.822	HWY. BDY. W/OA
3312	1144505.924	947876.898	HWY. BDY. W/OA
3313	1144462.235	948094.754	HWY. BDY. W/OA
3314	1144455.925	948087.126	HWY. BDY. W/OA
3315	1144320.190	948194.834	HWY. BDY. W/OA
3316	1144415.013	948318.325	HWY. BDY. W/OA
3317	1144243.234	949140.601	HWY. BDY. W/OA
3318	1144231.200	949273.421	HWY. BDY. W/OA
3319	1144182.948	949550.859	HWY. BDY. W/OA
3320	1143950.960	950530.665	HWY. BDY. W/OA
3321	1143825.977	951059.034	HWY. BDY. W/OA
3322	1143794.843	951203.467	HWY. BDY. W/OA
3323	1143787.834	951227.192	HWY. BDY. W/OA
3324	1143775.968	951294.751	HWY. BDY. W/OA
3325	1143752.936	951388.998	HWY. BDY. W/OA
3326	1143742.074	951389.596	HWY. BDY. W/OA
3327	1143714.886	951495.740	HWY. BDY. W/OA
3328	1143728.656	951495.004	HWY. BDY. W/OA
3329	1143714.024	951552.363	HWY. BDY. W/OA
3330	1143720.599	951651.049	HWY. BDY. W/OA
3331	1144012.922	951632.068	HWY. BDY. W/OA
3332	1144025.953	951631.619	HWY. BDY. W/OA
3333	1144037.989	951582.744	HWY. BDY. W/OA
3334	1144077.702	951410.098	HWY. BDY. W/OA
3335	1144252.675	950649.324	HWY. BDY. W/OA
3336	1144273.995	950509.470	HWY. BDY. W/OA
3337	1144335.023	950122.334	HWY. BDY. W/OA
3338	1144408.207	949930.255	HWY. BDY. W/OA
3339	1144488.550	949591.574	HWY. BDY. W/OA
3340	1144534.471	949395.500	HWY. BDY. W/OA
3341	1144584.142	949392.186	HWY. BDY. W/OA
3342	1144566.564	949166.629	HWY. BDY. W/OA
3343	1144575.524	949117.185	HWY. BDY. W/OA
3344	1144701.353	949106.413	HWY. BDY. W/OA
3345	1144682.719	948811.902	HWY. BDY. W/OA

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO	
I.R. 570-1-5.12	(F.I.S.H. 68-4)	NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO	
I.R. 570-1-5.2	(F.I.S.H. 70-7)	BEAR ROAD	(S.H. 83-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90

TOWN:

VILLAGE:

COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 23

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

POINT NUMBER COORDINATE TABLE			
POINT	NORTHING	EASTING	DESCRIPTION
3347	1144921.530	947890.055	HWY. BDY. W/OA
3348	1145344.806	947110.477	HWY. BDY. W/OA
3349	1145915.782	946868.853	HWY. BDY. W/OA
3350	1146334.030	946762.814	HWY. BDY. W/OA
3351	1147285.971	946683.860	HWY. BDY. W/OA
3352	1148082.503	946634.563	HWY. BDY. W/OA
3353	1147736.622	946355.395	HWY. BDY. W/OA
3354	1147267.439	946384.433	HWY. BDY. W/OA
3355	1146739.450	946417.110	HWY. BDY. W/OA
3356	1146385.794	946368.864	HWY. BDY. W/OA
3357	1146083.087	946235.187	HWY. BDY. W/OA
3358	1145854.277	945947.314	HWY. BDY. W/OA
3359	1145520.951	945175.762	HWY. BDY. W/OA
3360	1145403.152	944912.042	HWY. BDY. W/OA
3361	1145623.428	944824.844	HWY. BDY. W/OA
3362	1145811.489	944814.400	HWY. BDY. W/OA
3363	1145010.850	944213.121	HWY. BDY. W/OA
3364	1145082.255	944278.415	HWY. BDY. W/OA
3365	1144872.613	944659.218	HWY. BDY. W/OA
3366	1144573.017	944699.491	HWY. BDY. W/OA
3367	1143903.836	944773.727	HWY. BDY. W/OA
3368	1143791.475	944694.575	HWY. BDY. W/OA
3369	1143486.164	944478.346	HWY. BDY. W/OA
3370	1143004.279	944110.042	HWY. BDY. W/OA
3371	1142942.224	944093.402	HWY. BDY. W/OA
3372	1142804.663	944057.098	HWY. BDY. W/OA
3373	1142734.244	943963.470	HWY. BDY. W/OA
3374	1142662.933	943967.920	HWY. BDY. W/OA
3375	1142535.129	943915.346	HWY. BDY. W/OA
3376	1142392.029	943882.420	HWY. BDY. W/OA
3377	1142238.490	943842.074	HWY. BDY. W/OA
3378	1141941.198	943862.991	HWY. BDY. W/OA
3379	1141924.225	943863.956	HWY. BDY. W/OA
3380	1141922.465	943833.006	HWY. BDY. W/OA
3381	1141802.658	943839.821	HWY. BDY. W/OA
3382	1141742.642	943841.232	HWY. BDY. W/OA
3383	1141622.892	943849.045	HWY. BDY. W/OA
3384	1141593.111	943853.744	HWY. BDY. W/OA
3385	1141568.151	943855.163	HWY. BDY. W/OA
3386	1141443.410	943863.260	HWY. BDY. W/OA
3387	1141383.563	943867.666	HWY. BDY. W/OA
3388	1141245.786	943875.503	HWY. BDY. W/OA
3389	1140733.982	943805.455	HWY. BDY. W/OA
3390	1140221.048	943652.179	HWY. BDY. W/OA
3391	1139786.892	943437.663	HWY. BDY. W/OA
3392	1153019.119	946338.867	HWY. BDY. W/OA
3393	1152354.936	946344.416	HWY. BDY. W/OA
3394	1149406.886	946547.002	HWY. BDY. W/OA
3395	1149356.549	946550.386	HWY. BDY. W/OA
3396	1148288.095	946620.589	HWY. BDY. W/OA
3397	1148229.198	946624.455	HWY. BDY. W/OA
3398	1147947.812	946397.344	HWY. BDY. W/OA
3399	1147884.744	946346.439	HWY. BDY. W/OA
3400	1149336.881	946251.031	HWY. BDY. W/OA
3401	1149535.969	946237.429	HWY. BDY. W/OA
3402	1149532.152	946185.226	HWY. BDY. W/OA
3403	1152335.617	946004.942	HWY. BDY. W/OA
3404	1152338.359	946044.848	HWY. BDY. W/OA
3405	1153002.542	946039.299	HWY. BDY. W/OA
3406	1143671.630	951696.937	HWY. BDY. W/OA
3407	1143559.029	952170.356	HWY. BDY. W/OA
3408	1143476.116	952453.494	HWY. BDY. W/OA
3409	1143401.309	952646.102	HWY. BDY. W/OA

POINT NUMBER COORDINATE TABLE			
POINT	NORTHING	EASTING	DESCRIPTION
3410	1143298.492	952880.078	HWY. BDY. W/OA
3411	1143186.747	953005.118	HWY. BDY. W/OA
3412	1143032.099	953131.645	HWY. BDY. W/OA
3413	1142728.041	953255.414	HWY. BDY. W/OA
3414	1142626.545	953404.926	HWY. BDY. W/OA
3415	1142548.421	953585.732	HWY. BDY. W/OA
3416	1142534.543	953619.210	HWY. BDY. W/OA
3417	1142550.598	953857.430	HWY. BDY. W/OA
3418	1143300.567	953690.855	HWY. BDY. W/OA
3419	1143766.053	953548.197	HWY. BDY. W/OA
3420	1143670.078	953426.442	HWY. BDY. W/OA
3421	1143682.224	953267.929	HWY. BDY. W/OA
3422	1143744.072	952890.191	HWY. BDY. W/OA
3423	1143846.633	952602.111	HWY. BDY. W/OA
3424	1143943.289	952543.952	HWY. BDY. W/OA
3425	1143896.292	952434.420	HWY. BDY. W/OA
3426	1143894.960	952213.738	HWY. BDY. W/OA
3427	1144016.728	951675.214	HWY. BDY. W/OA
3428	1142633.576	944330.556	HWY. BDY.
3429	1142604.983	944383.645	HWY. BDY.
3430	1142580.327	944427.327	HWY. BDY.
3431	1142554.532	944476.271	HWY. BDY.
3432	1142550.661	944571.382	HWY. BDY.
3433	1142678.132	944445.080	HWY. BDY.
3434	1144094.540	947901.492	HWY. BDY.
3435	1144054.667	947932.153	HWY. BDY.
3436	1144155.883	948062.791	HWY. BDY.
3437	1144207.283	948145.995	HWY. BDY.
3438	1144241.704	948217.551	HWY. BDY.
3439	1144264.139	948299.023	HWY. BDY.
3440	1144080.594	949149.152	HWY. BDY.
3441	1143640.083	949177.366	HWY. BDY.
3442	1143643.326	949226.760	HWY. BDY.
3443	1143746.349	949222.979	HWY. BDY.
3444	1143887.821	949237.491	HWY. BDY.
3445	1144073.231	949280.190	HWY. BDY.
3446	1143649.799	951012.166	HWY. BDY.
3447	1143692.984	951056.030	HWY. BDY.
3448	1143719.522	951091.183	HWY. BDY.
3449	1143760.063	951150.216	HWY. BDY.
3450	1143628.899	951080.343	HWY. BDY.
3451	1143661.670	951133.776	HWY. BDY.
3452	1143683.535	951184.746	HWY. BDY.
3453	1143699.786	951226.470	HWY. BDY.
3454	1143705.665	951276.764	HWY. BDY.
3455	1143699.133	951336.541	HWY. BDY.
3456	1143685.613	951392.700	HWY. BDY.
3457	1143639.614	951395.230	HWY. BDY.
3458	1143673.494	951444.021	HWY. BDY.
3459	1143673.494	951444.021	HWY. BDY.
3460	1143667.239	951475.317	HWY. BDY.
3461	1143638.745	951598.695	HWY. BDY.
3462	1143618.880	951631.473	HWY. BDY.
3463	1143602.262	951639.462	HWY. BDY.
3464	1143580.192	951654.887	HWY. BDY.
3465	1143548.232	951660.504	HWY. BDY.
3466	1143603.699	951714.612	HWY. BDY.
3467	1143602.870	951701.218	HWY. BDY.
3468	1143523.021	951706.195	HWY. BDY.
3469	1143524.824	951735.140	HWY. BDY.
3470	1143459.956	951739.174	HWY. BDY.
3471	1143458.154	951710.229	HWY. BDY.
3472	1143970.221	952606.720	HWY. BDY.

POINT NUMBER COORDINATE TABLE			
POINT	NORTHING	EASTING	DESCRIPTION
3473	1144046.784	952687.000	HWY. BDY.
3474	1144048.850	952717.171	HWY. BDY.
3475	1144073.923	952715.321	HWY. BDY.
3476	1144206.036	952852.878	HWY. BDY.
3477	1144239.589	953383.380	HWY. BDY.
3478	1147707.014	946357.228	HWY. BDY.
3479	1147601.782	946246.565	HWY. BDY.
3480	1147173.792	945901.124	HWY. BDY.
3481	1147310.528	945882.978	HWY. BDY.
3482	1147956.799	946642.342	HWY. BDY.
3483	1148414.097	946921.477	HWY. BDY.
3484	1148421.184	946907.920	HWY. BDY.
3485	1148559.472	946891.027	HWY. BDY.
3486	1149380.676	946548.287	HWY. BDY.
3487	1149415.983	946956.372	HWY. BDY.
3488	1149391.325	946958.506	HWY. BDY.
3489	1142439.669	944740.365	HWY. BDY.
3490	1142398.730	944713.475	HWY. BDY.
3491	1142798.752	943980.800	HWY. BDY.
3492	1142744.666	943907.120	HWY. BDY.
3493	1142731.457	943736.639	HWY. BDY.
3494	1141965.969	944280.799	PROPERTY LOT LINE
3495	1141954.558	944370.793	PROPERTY LOT LINE
3496	1145193.589	947388.983	PROPERTY LOT LINE
3497	1145331.485	947531.835	PROPERTY LOT LINE
3498	1145524.287	947337.544	PROPERTY LOT LINE
3499	1145517.043	947216.245	PROPERTY LOT LINE
3500	1145657.034	947235.943	PROPERTY LOT LINE
3501	1145677.394	947174.588	PROPERTY LOT LINE
3502	1145714.460	947127.598	PROPERTY LOT LINE
3503	1145773.730	947091.640	PROPERTY LOT LINE
3504	1145715.603	946953.564	PROPERTY LOT LINE
3505	1142546.366	953384.495	PERMANENT EASEMENT
3506	1143974.894	952359.211	PERMANENT EASEMENT
3507	1144048.105	952480.883	PERMANENT EASEMENT
3508	1142593.233	953190.571	PERMANENT EASEMENT
3509	1143262.110	952050.607	PERMANENT EASEMENT
3510	1143467.797	951865.186	PERMANENT EASEMENT
3511	1143467.493	951860.195	PERMANENT EASEMENT
3512	1143532.360	951856.151	PERMANENT EASEMENT
3513	1144110.978	951265.385	PERMANENT EASEMENT
3514	1144162.499	951243.043	PERMANENT EASEMENT
3515	1144131.619	951175.677	PERMANENT EASEMENT
3516	1144987.356	947806.774	PERMANENT EASEMENT
3517	1145289.285	947177.406	PERMANENT EASEMENT
3518	1145931.370	946905.690	PERMANENT EASEMENT
3519	1146343.860	946801.587	PERMANENT EASEMENT
3520	1145143.777	947228.123	PERMANENT EASEMENT
3521	1145207.392	947201.203	PERMANENT EASEMENT
3522	1145204.156	947213.431	PERMANENT EASEMENT
3523	1145254.494	947192.129	PERMANENT EASEMENT
3524	1144965.028	947795.518	PERMANENT EASEMENT
3526	1143394.710	952096.853	PERMANENT EASEMENT
3527	1143524.824	951735.140	PERMANENT EASEMENT
3528	1143459.956	951739.174	PERMANENT EASEMENT
3529	1143539.202	951965.933	PERMANENT EASEMENT

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.A.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN:
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

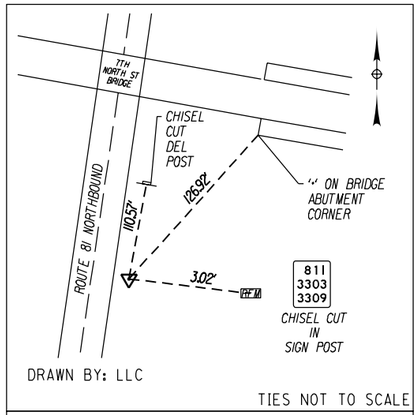
DRAWING NO.: 350190_C1-HBP

SHEET NO.: 24

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR N/A | CHECK | JOB MANAGER N/A | DESIGN | CHECK N/A | DRAFTING JFP | MDS | CHECK | PROJECT MANAGER WRS | CHECK | TTO

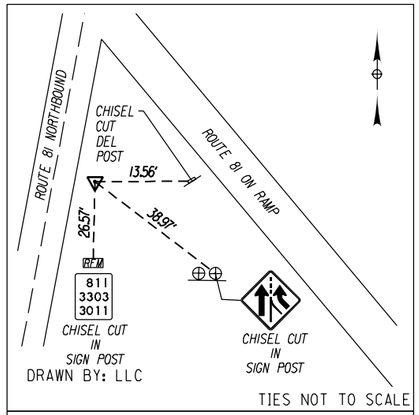
I-81 BASELINE TIES



I-81 - ℄ STA. 455+00.62

DESCRIPTION: ℄ POINT 62 IS LOCATED ON ROUTE 81 AT RM 81/3303/3009

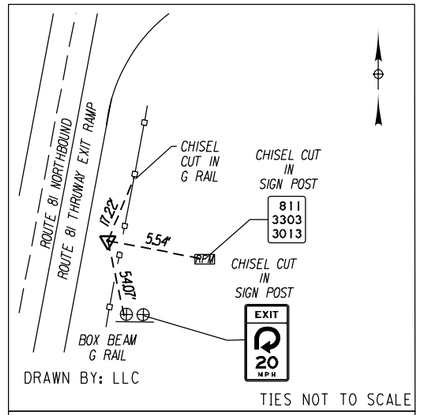
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1125831.6407
E: 931402.4021



I-81 - ℄ STA. 465+80.95

DESCRIPTION: ℄ POINT 63 IS LOCATED ON ROUTE 81 25 ± NORTH OF RM 81/3303/3011

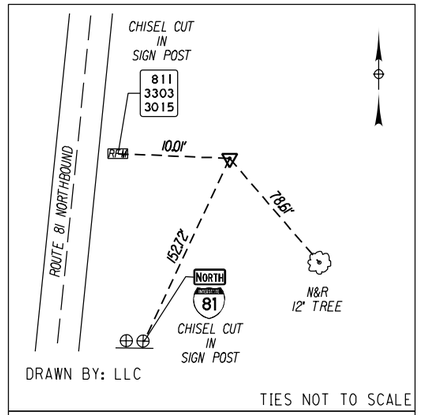
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1126743.2493
E: 931982.1276



I-81 - ℄ STA. 476+03.95

DESCRIPTION: ℄ POINT 64 IS LOCATED ON ROUTE 81 AT RM 81/3303/3013

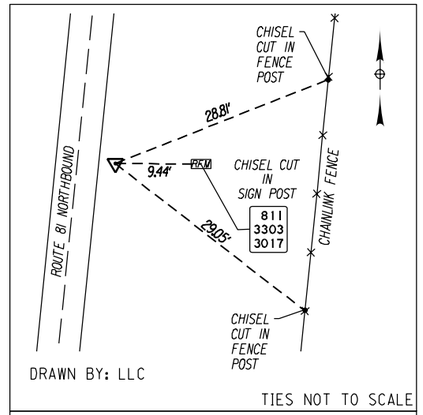
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1127594.7294
E: 932549.1375



I-81 - ℄ STA. 486+45.31

DESCRIPTION: ℄ POINT 65 IS LOCATED ON ROUTE 81 AT RM 81/3303/3015

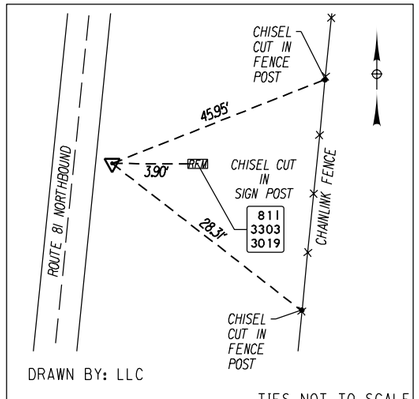
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1128441.1093
E: 933155.8244



I-81 - ℄ STA. 496+94.52

DESCRIPTION: ℄ POINT 66 IS LOCATED ON ROUTE 81 AT RM 81/3303/3017

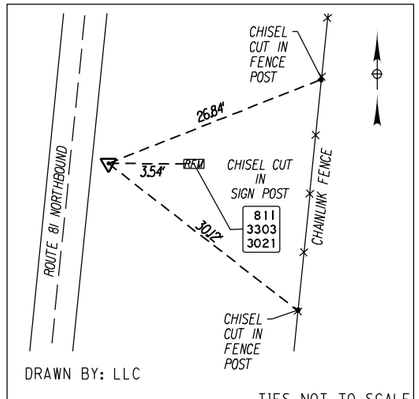
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1129285.0307
E: 933779.2441



I-81 - ℄ STA. 507+48.07

DESCRIPTION: ℄ POINT 67 IS LOCATED ON ROUTE 81 AT RM 81/3303/3019

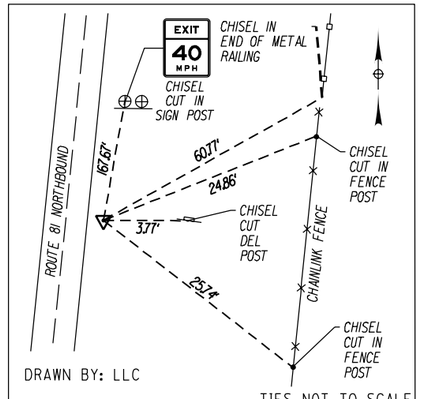
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1130124.4600
E: 934415.8977



I-81 - ℄ STA. 517+93.54

DESCRIPTION: ℄ POINT 68 IS LOCATED ON ROUTE 81 AT RM 81/3303/3021

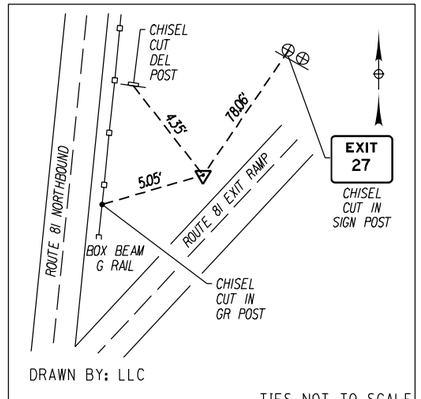
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1131007.9548
E: 934974.8564



I-81 - ℄ STA. 529+52.79

DESCRIPTION: ℄ POINT 69 IS LOCATED ON ROUTE 81, 100 FT± SOUTH OF EXIT 40 MPH SIGN

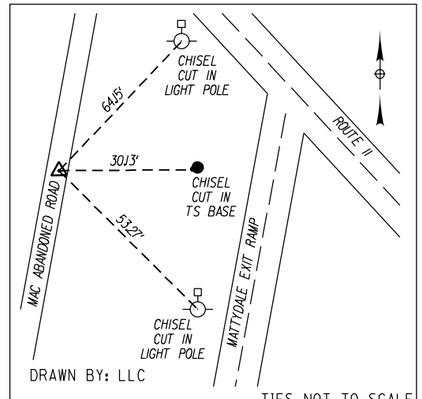
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1131987.5020
E: 935594.8081



I-81 - ℄ STA. 539+17.54

DESCRIPTION: ℄ POINT 70 IS LOCATED BETWEEN ROUTE 81 AND THE MATTYDALE EXIT RAMP

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1132787.6853
E: 936133.7515



I-81 - ℄ STA. 547+59.06

DESCRIPTION: ℄ POINT 71 IS LOCATED AT THE INTERSECTION OF ROUTE 11 AND THE MATTYDALE EXIT RAMP

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1133182.3900
E: 936876.9627

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN:
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

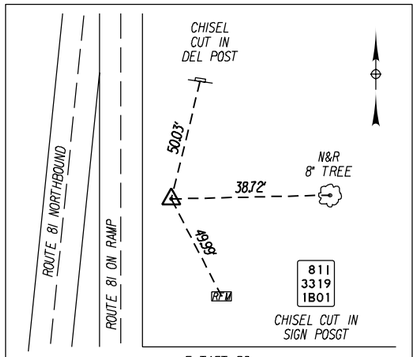
SHEET NO.: 25

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: N/A | JOB MANAGER: N/A | DESIGN: N/A | CHECK: JFP | DRAFTING: MDS | PROJECT MANAGER: WRS | TTO

DESIGN SUPERVISOR JFP | CHECK | N/A | DESIGN | N/A | JOB MANAGER | N/A | DRAFTING | MDS | CHECK | WRS | PROJECT MANAGER | TTO

I-81 BASELINE TIES



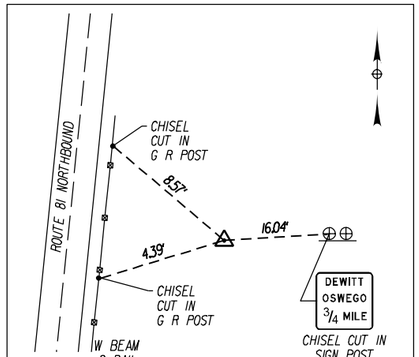
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 641+29.44

DESCRIPTION: ℄ POINT 82 IS LOCATED ON THE ROUTE 81 ON RAMP, 40 FT± NORHT OF RM 81/3319/1B01

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1139275.1300
E: 943384.5140



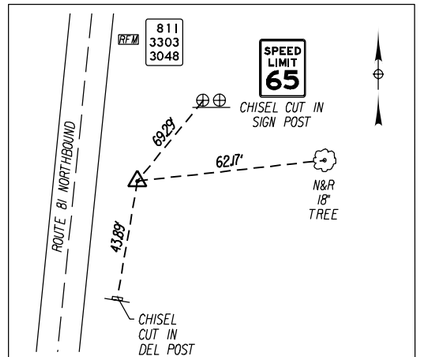
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 651+36.10

DESCRIPTION: ℄ POINT 83 IS LOCATED ON ROUTE 81 AT DEWITT - OSWEGO EXIT SIGN

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1140157.5907
E: 943868.8867



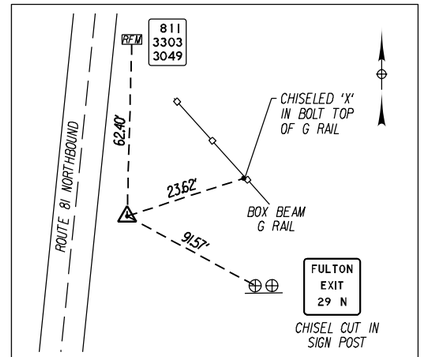
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 662+36.90

DESCRIPTION: ℄ POINT 84 IS LOCATED ON ROUTE 81, 135 FT± SOUTH OF RM 81/3303/3048

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1141239.7955
E: 944070.3852



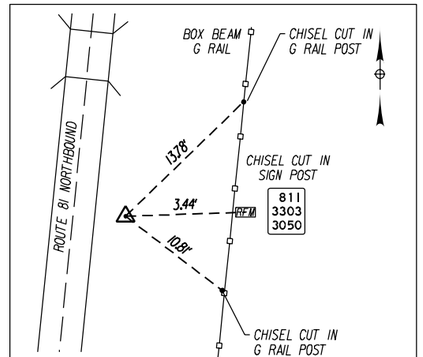
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 668+38.26

DESCRIPTION: ℄ POINT 85 IS LOCATED ON ROUTE 81, 60 FT± SOUTH OF RM 81/3303/3049

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1141840.7191
E: 944047.4628



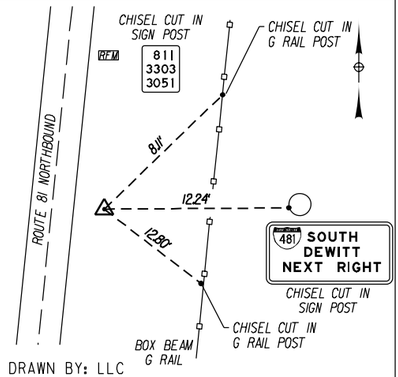
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 674+17.77

DESCRIPTION: ℄ POINT 86 IS LOCATED ON ROUTE 81 AT RM 81/3303/3050

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1142417.5991
E: 944102.6355



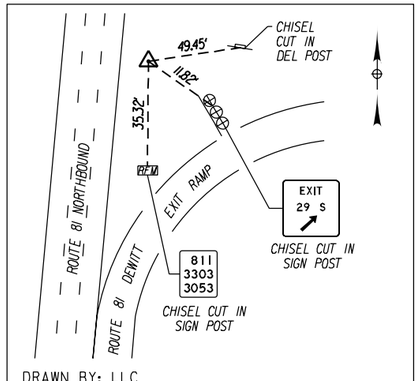
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 679+21.34

DESCRIPTION: ℄ POINT 87 IS LOCATED ON ROUTE 81, 30 FT± SOUTH OF RM 81/3303/3051

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1142882.0237
E: 944297.2875



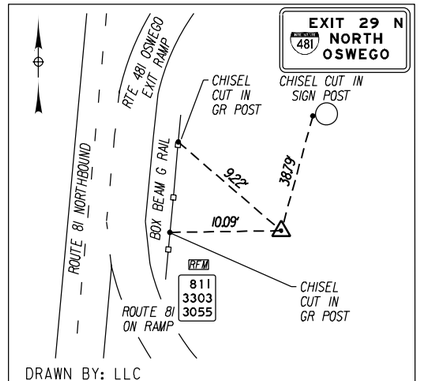
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 690+50.91

DESCRIPTION: ℄ POINT 88 IS LOCATED ON ROUTE 81, 30 FT± NORHT OF RM 81/3303/3053

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1143781.9475
E: 944979.9753



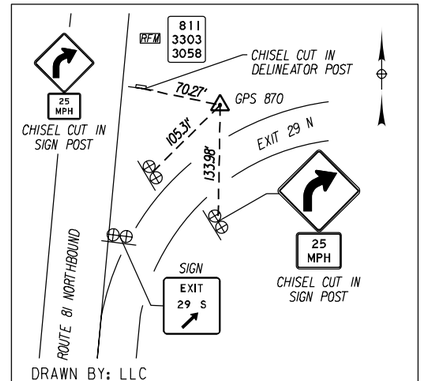
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 702+08.58

DESCRIPTION: ℄ POINT 89 IS LOCATED ON ROUTE 81, 60 FT± NORTH OF RM 81/3303/3055

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1144690.0647
E: 945697.9711



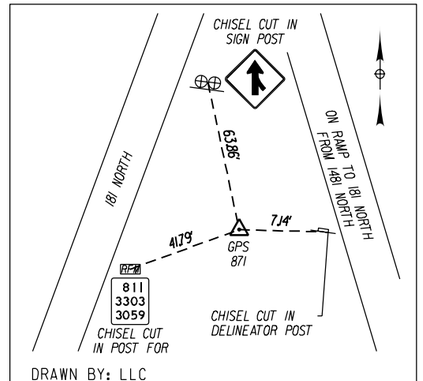
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 713+56.56

DESCRIPTION: GPS 870 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE EAST SIDE OF 181 NORHTBOUND, 660 FT± NORTH OF THE 1481 OVERPASS, 78 FT± EAST OF THE PAVED EDGE OF SHOULDER, AND 380 FT± SOUTH OF RM 811/3303/3058

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1145600.5710
E: 946397.1390



DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 722+53.44

DESCRIPTION: GPS 871 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE WESTERLY SIDE OF THE ON RAMP LEADING TO 181 NORTH FROM 1481 NORTH, 40 FT± EAST OF RM 811/3303/3059, AND 1600 FT± NORTH OF THE 1481 OVERPASS

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1146465.6420
E: 946633.8970

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN:
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

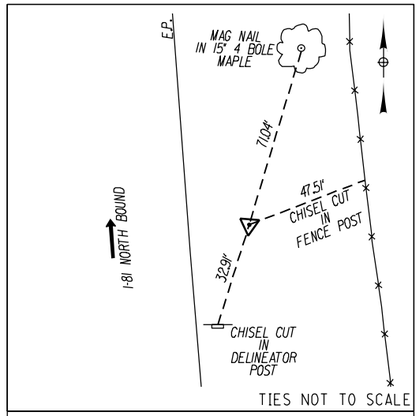
CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 26

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

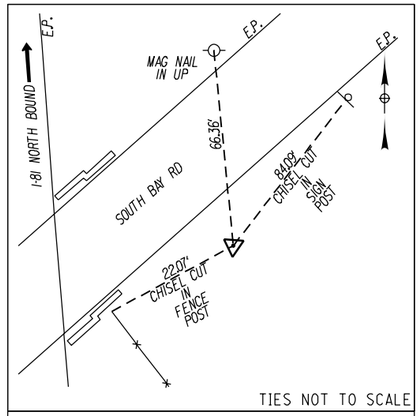
I-81 BASELINE TIES



I-81 - ℄ STA. 730+06.34

DESCRIPTION: ℄ POINT 400 IS A 36" LONG REBAR WITH ALUMINUM CAP AND IS LOCATED ON THE EAST SIDE OF I-81 NORTH 206± FT NORTH OF RM 811/3303/3060.

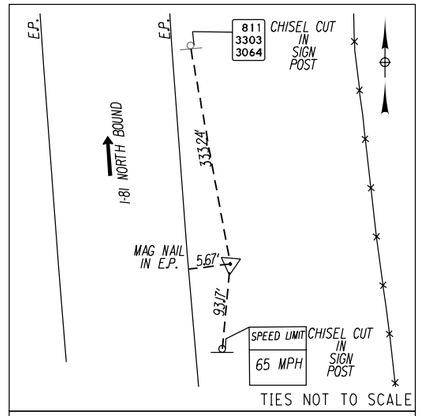
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1147218.5422
E: 946631.5070



I-81 - ℄ STA. 738+97.07

DESCRIPTION: ℄ POINT 401 IS A 36" LONG REBAR WITH ALUMINUM CAP AND IS LOCATED OFF THE SOUTH SIDE OF SOUTH BAY RD 21± FT EAST OF THE OVERPASS BRIDGE JOINT

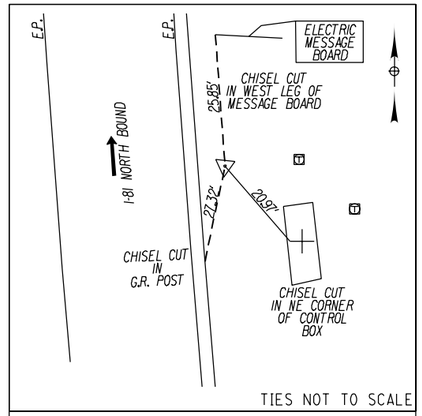
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1148109.1431
E: 946616.6141



I-81 - ℄ STA. 746+07.12

DESCRIPTION: ℄ POINT 402 IS A 36" LONG REBAR WITH ALUMINUM CAP AND IS LOCATED ON THE EAST SIDE OF I-81 NORTH BOUND 730± FT NORTH OF THE SOUTH BAY RD OVERPASS.

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1148810.8150
E: 946507.8236

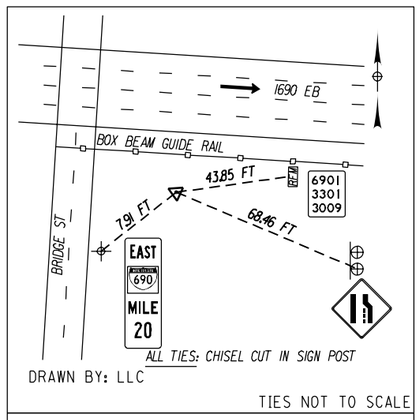


I-81 - ℄ STA. 753+97.85

DESCRIPTION: ℄ POINT 403 IS A 36" LONG REBAR WITH ALUMINUM CAP AND IS LOCATED ON THE EAST SIDE OF I-81 NORTHBOUND 455± FT NORTH OF RM 811/3303/3064.

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1149599.8138
E: 946455.6366

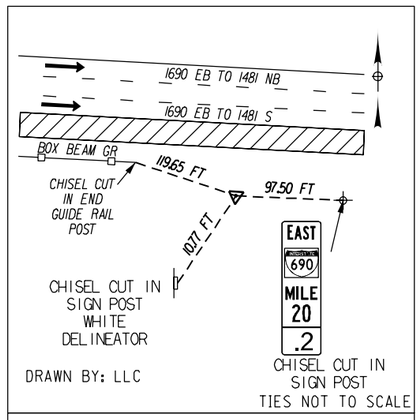
I-690 BASELINE TIES



I-690 - ℄ STA. 1347+39.26

DESCRIPTION: ℄ POINT 125 IS AN 18" LONG REBAR WITH CAP AND IS LOCATED ON THE SOUTH SIDE OF 1690 EASTBOUND, 28 FT± EAST OF THE EAST BRIDGE JOINT OF THE 1690 EASTBOUND BRIDGE OVER BRIDGE ST

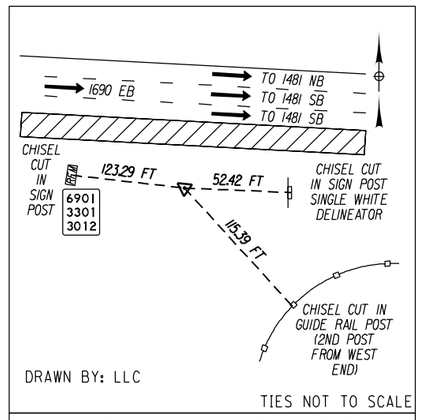
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1114269.630
E: 958343.461



I-690 - ℄ STA. 1356+83.57

DESCRIPTION: ℄ POINT 126 IS AN 18" LONG REBAR WITH CAP AND IS LOCATED ON THE SOUTH SIDE OF 1690 EASTBOUND, 944 FT± EAST OF THE EAST BRIDGE JOINT OF THE 1690 EASTBOUND BRIDGE OVER BRIDGE ST

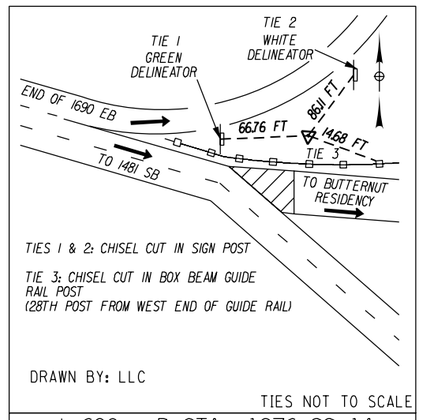
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1114087.074
E: 959269.957



I-690 - ℄ STA. 1366+50.96

DESCRIPTION: ℄ POINT 127 IS AN 18" LONG REBAR WITH CAP AND IS LOCATED ON THE SOUTH SIDE OF 1690 EASTBOUND, 1910 FT± EAST OF THE EAST BRIDGE JOINT OF THE 1690 EASTBOUND BRIDGE OVER BRIDGE ST

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1113705.048
E: 960158.713



I-690 - ℄ STA. 1376+22.14

DESCRIPTION: ℄ POINT 128 IS AN 18" LONG REBAR WITH CAP AND IS LOCATED ON THE NORHT OF THE 1690 EASTBOUND RAMP TO 1481 SOUTHBOUND, 975 FT± WEST OF SOUTHWEST CORNER OF THE BUTTERNUT MAINTENANCE SHOP ACCESS BRIDGE OVER 1481 SOUTHBOUND
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1113197.478
E: 960986.706

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)	I.R. 505-3-4.1	(F.I.S.H. 57-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)		

PIN: 3501.90
TOWN:
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190.C1-HBP

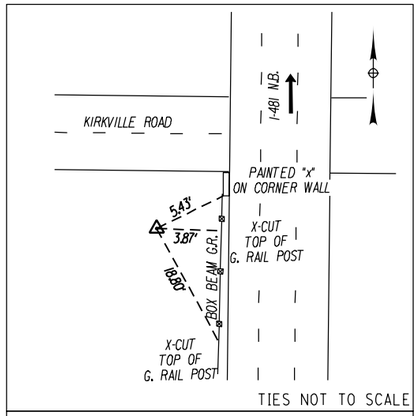
SHEET NO.: 27

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: N/A | JOB MANAGER: N/A | DESIGN: N/A | CHECK: JFP | DRAFTING: MDS | PROJECT MANAGER: WRS | TTO

DESIGN SUPERVISOR: N/A | JOB MANAGER: N/A | DESIGN: N/A | CHECK: JFP | DRAFTING: MDS | PROJECT MANAGER: WRS | TTO:

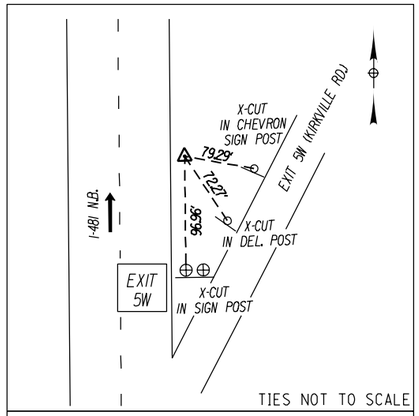
I-481 BASELINE TIES



I-481 - ℄ STA. 2431+19.09

DESCRIPTION: ℄ POINT G907 IS REBAR WITH ALUMINUM CAP LOCATED ON WESTERLY SIDE OF I-481 NORTHBOUND AT SOUTH END OF BRIDGE OVER KIRKVILLE RD.

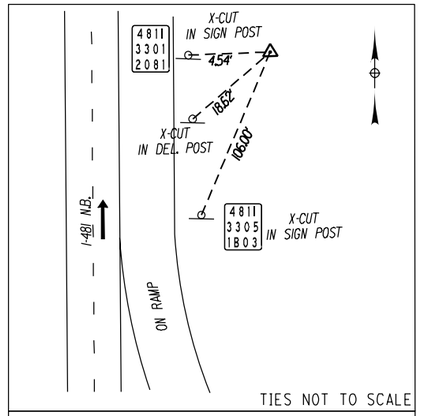
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1121706.9800
E: 961783.5321



I-481 - ℄ STA. 2440+59.04

DESCRIPTION: ℄ POINT G908 IS REBAR WITH ALUMINUM CAP LOCATED ON EASTERLY SIDE I-481 NORTHBOUND 270 FT. SOUTH OF ROUTE MARKER 4811/3301/2080.

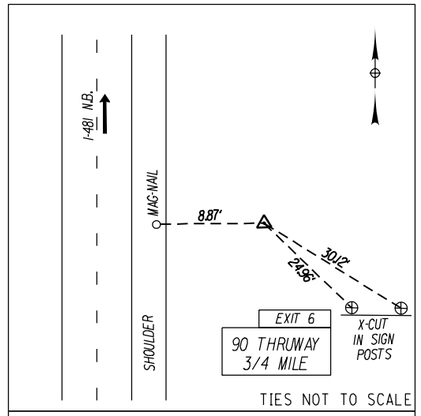
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1122646.0866
E: 961823.3037



I-481 - ℄ STA. 2448+45.20

DESCRIPTION: ℄ POINT 241 IS REBAR WITH CAP LOCATED ON EAST SIDE I-481 NORTHBOUND AT ROUTE MARKER 4811/3301/2081.

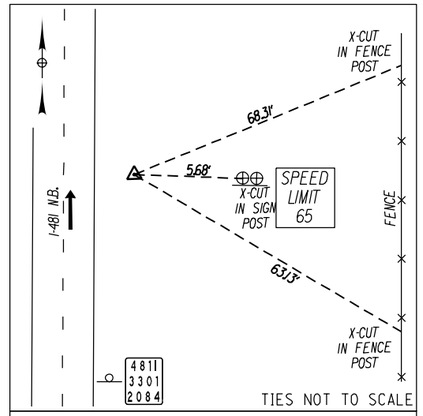
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1123431.9656
E: 961844.4088



I-481 - ℄ STA. 2457+79.17

DESCRIPTION: ℄ POINT 242 IS REBAR WITH CAP LOCATED ON EAST SIDE I-481 NORTHBOUND, 25 FT. N.W. EXIT 6 SIGN

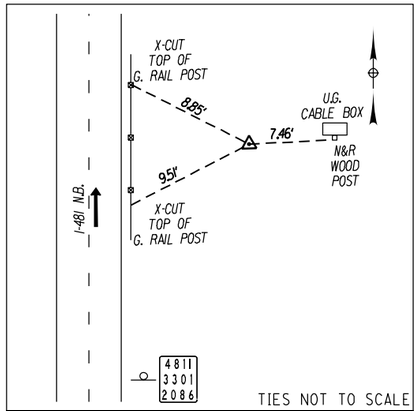
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1124365.1208
E: 961805.4386



I-481 - ℄ STA. 2466+99.11

DESCRIPTION: ℄ POINT 243 IS REBAR WITH CAP LOCATED ON EAST SIDE I-481 NORTHBOUND, 290 FT. NORTH OF ROUTE MARKER 4811/3301/2084.

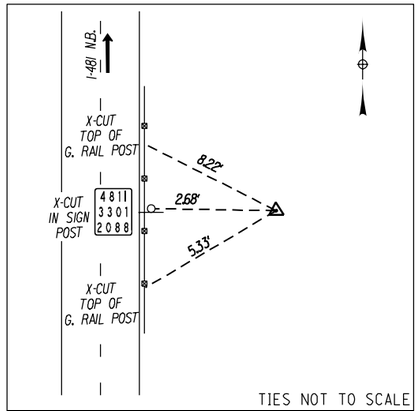
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1125284.9352
E: 961790.3517



I-481 - ℄ STA. 2476+19.13

DESCRIPTION: ℄ POINT 244 IS REBAR WITH CAP LOCATED ON EAST SIDE I-481 NORTHBOUND, 150 FT. NORTH OF ROUTE MARKER 4811/3301/2086.

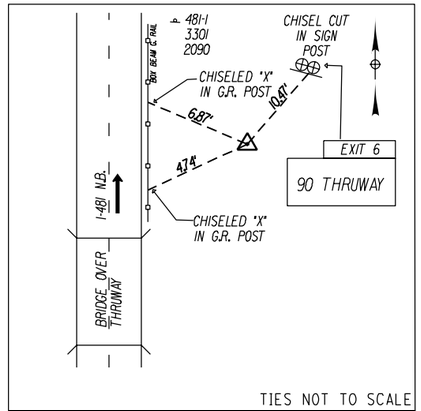
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1126204.9028
E: 961780.6502



I-481 - ℄ STA. 2485+85.93

DESCRIPTION: ℄ POINT 245 IS REBAR WITH CAP LOCATED ON EAST SIDE I-481 NORTHBOUND AT ROUTE MARKER 4811/3301/2088.

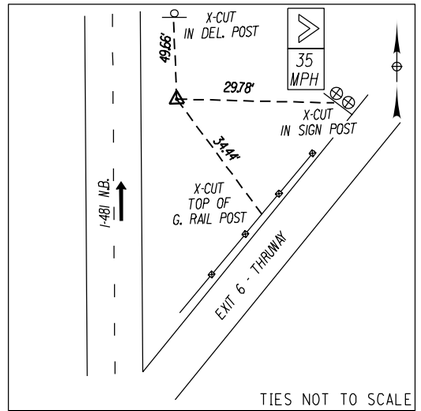
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 112171.6473
E: 961769.8595



I-481 - ℄ STA. 2495+37.74

DESCRIPTION: ℄ POINT 246 IS A REBAR WITH CAP AND IS LOCATED ON EAST SIDE I-481 NORTHBOUND, 90'± SOUTH OF ROUTE MARKER 4811/3301/2090.

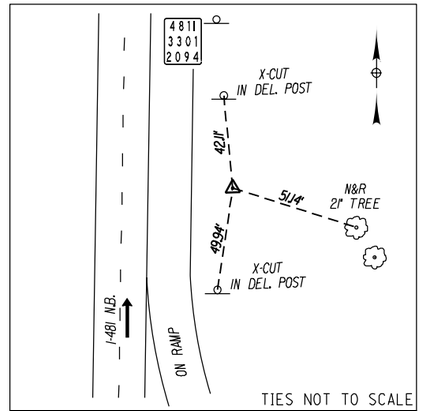
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1128123.3781
E: 961757.8513



I-481 - ℄ STA. 2504+59.15

DESCRIPTION: ℄ POINT 247 IS A REBAR WITH CAP LOCATED ON EAST SIDE I-481 NORTHBOUND, 180 FT. SOUTH OF ROUTE MARKER 4811/3301/2092.

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1129044.7019
E: 961744.7796



I-481 - ℄ STA. 2514+02.59

DESCRIPTION: ℄ POINT 248 IS REBAR WITH CAP LOCATED ON EAST SIDE OF I-481 NORTHBOUND, 290 FT. SOUTH OF ROUTE MARKER 4811/3301/2094.

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1129988.0787
E: 961755.1225

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN:
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

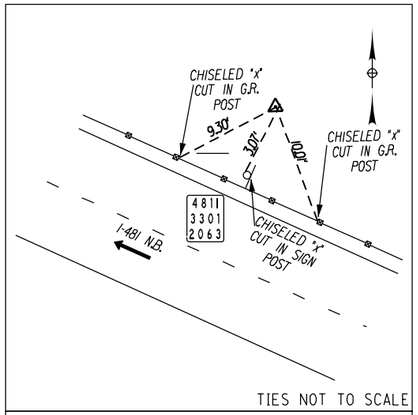
DRAWING NO.: 350190_C1-HBP

SHEET NO.: 29

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR JFP | DRAFTING MDS | PROJECT MANAGER TTO | CHECK WRS | JOB MANAGER N/A | DESIGN N/A | CHECK N/A

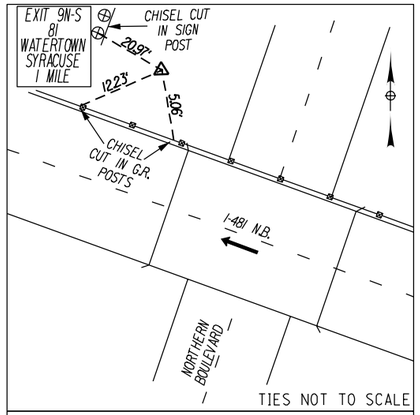
I-481 BASELINE TIES



I-481 - ℄ STA. 2700+98.80

DESCRIPTION: ℄ POINT 264 IS AN 18" REBAR WITH ALUMINUM CAP LOCATED ON I-481 NORTHBOUND AT ROUTE MARKER 4811/3301/2063.

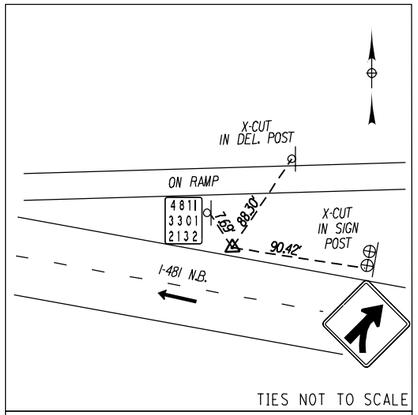
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1114069.4424
E: 954382.1163



I-481 - ℄ STA. 2708+71.39

DESCRIPTION: ℄ POINT 265 IS AN 18" REBAR WITH ALUMINUM CAP LOCATED ON THE NORTHEASTERLY SIDE OF ROUTE 481 NB, AT THE NORTH END OF THE BRIDGE OF NORTHERN BLVD

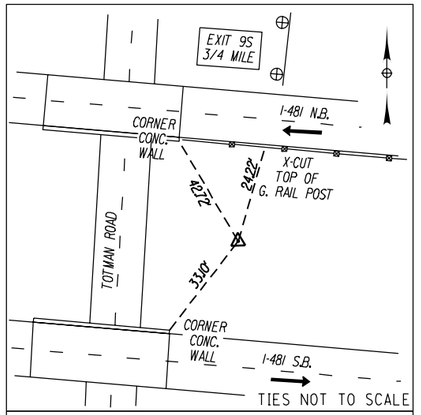
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1143330.4878
E: 953654.9702



I-481 - ℄ STA. 2716+98.30

DESCRIPTION: ℄ POINT 266 IS REBAR WITH ALUMINUM CAP LOCATED ON THE NORTHERLY SIDE OF I-481 NORTHBOUND AT ROUTE MARKER 4811/3301/2132.

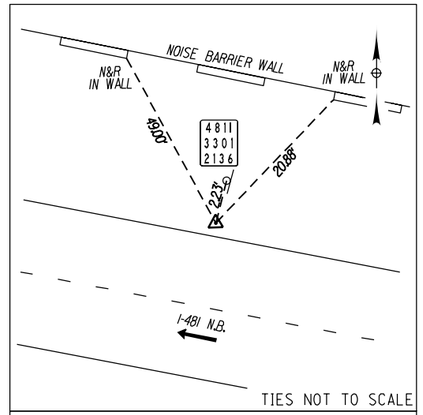
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1143596.0553
E: 952871.8600



I-481 - ℄ STA. 2728+27.26

DESCRIPTION: ℄ POINT 267 IS REBAR WITH ALUMINUM CAP LOCATED IN I-481 MEDIAN, AT SOUTH EASTERLY END OF BRIDGES OVER TOTMAN ROAD.

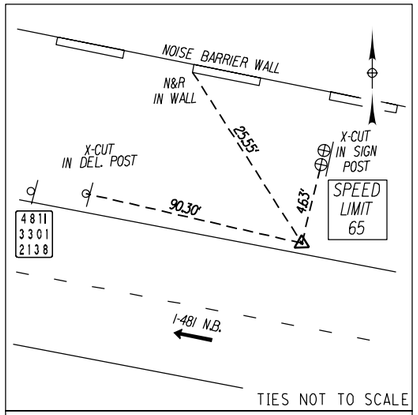
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1143814.5681
E: 951764.2508



I-481 - ℄ STA. 2738+27.89

DESCRIPTION: ℄ POINT 268 IS REBAR WITH ALUMINUM CAP LOCATED ON NORTHERLY SIDE OF I-481 NORTHBOUND, AT ROUTE MARKER 4811/3301/2136.

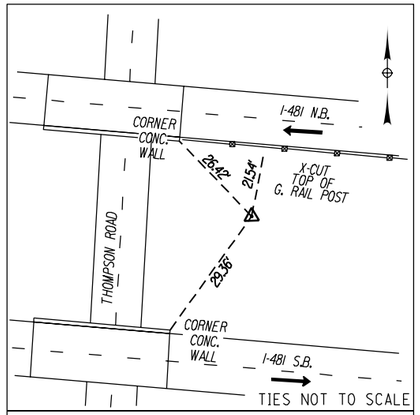
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1144108.8184
E: 950807.8625



I-481 - ℄ STA. 2746+07.91

DESCRIPTION: ℄ POINT 269 IS REBAR WITH ALUMINUM CAP LOCATED ON NORTHERLY SIDE OF I-481 NORTHBOUND, 275 FT. EAST OF AT ROUTE MARKER 4811/3301/2138.

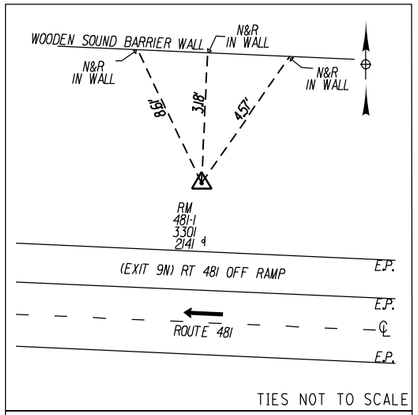
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1144288.0496
E: 95048.7169



I-481 - ℄ STA. 2754+30.33

DESCRIPTION: ℄ POINT 270 IS REBAR WITH ALUMINUM CAP LOCATED IN I-481 MEDIAN, AT EASTERLY END OF BRIDGES OVER THOMPSON ROAD.

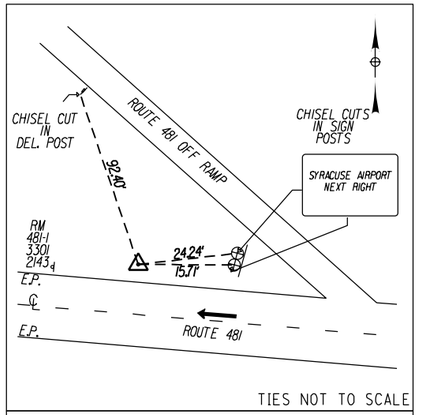
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1144412.9116
E: 949235.8293



I-481 - ℄STA. 2764+48.71

DESCRIPTION: ℄ POINT 271 IS A 30" LONG REBAR WITH CAP AND IS LOCATED ON ROUTE 481 AT ROAD MARKER 4811/3301/2141.

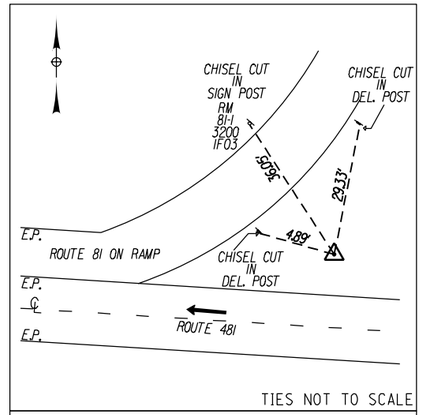
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1144730.8118
E: 948268.3406



I-481 - ℄STA. 2773+06.71

DESCRIPTION: ℄ POINT 272 IS A 30" LONG REBAR WITH CAP AND IS LOCATED ON ROUTE 481, 200' ± EAST OF ROAD MARKER 4811/3301/2143

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1144881.2051
E: 947423.6171



I-481 - ℄STA. 2779+49.62

DESCRIPTION: ℄ POINT 273 IS A 30" LONG REBAR WITH CAP AND IS LOCATED ON ROUTE 481 ACROSS FROM ROAD MARKER 81-1/3200/1F03

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1144960.4815
E: 946785.6183

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO	
I.R. 570-1-5.12	(F.I.S.H. 68-4)	NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO	
I.R. 570-1-5.2	(F.I.S.H. 70-7)	BEAR ROAD	(S.H. 83-6)
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN:
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

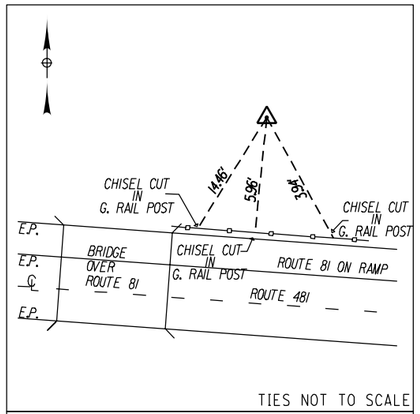
CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 30

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

I-481 BASELINE TIES

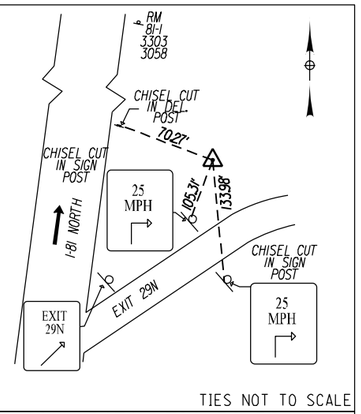


TIES NOT TO SCALE

I-481 - ℄STA. 2786+66.01

DESCRIPTION: ℄ POINT 274 IS A 30" LONG REBAR WITH CAP AND IS LOCATED ON ROUTE 481 AT THE NORTHEAST END OF THE BRIDGE OVER ROUTE 81.

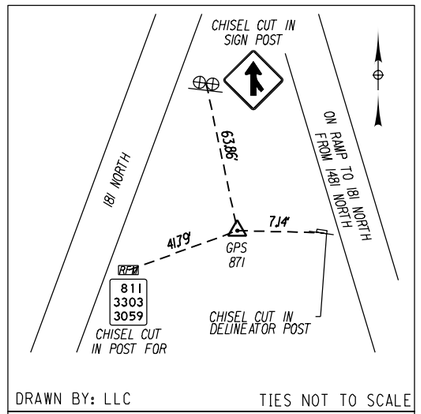
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1145049.6985
E: 946074.7988



TIES NOT TO SCALE

I-81 - ℄STA. 713+56.56
I-481 - ℄STA. 2793+04.27

DESCRIPTION: ℄ POINT G870 IS A 4'LONG REBAR WITH ALUMINUM CAP AND IS LOCATED ON THE EAST SIDE OF I81 NORTHBOUND, 660'± NORTH OF THE I481 OVERPASS, 78'± EAST OF THE PAVED EDGE OF SHOULDER, AND 380'± SOUTH OF RM 811/3303/3058
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1145600.5710
E: 946397.1390



DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 722+53.44
I-481 - ℄ STA. 2802+01.15

DESCRIPTION: GPS 871 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE WESTERLY SIDE OF THE ON RAMP LEADING TO I81 NORTH FROM I481 NORTH, 40 FT± EAST OF RM 811/3303/3059, AND 1600 FT± NORTH OF THE I481 OVERPASS
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1146465.6420
E: 946633.8970

I.R. 570-1-5.11	(F.I.S.H. 68-4)	I.R.C. 570: COLLAMER INTERCHANGE TO NORTHERN BLVD.	(S.H. 82-7)
I.R. 570-1-5.12	(F.I.S.H. 68-4)		
I.R. 570-1-5.13	(F.I.S.H. 68-4)	I.R.C. 570: NORTHERN BLVD. TO BEAR ROAD	(S.H. 83-6)
I.R. 570-1-5.2	(F.I.S.H. 70-7)		
I.R. 505-3-3.1	(F.A.S.H. 54-3)	I.R. 505-3-4.1	(F.I.S.H. 57-6)

PIN: 3501.90
TOWN:
VILLAGE:
COUNTY: ONONDAGA

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

I-81 VIADUCT PROJECT - PHASE 1, CONTRACT 1

HIGHWAY BOUNDARY PLAN

CONTRACT NUMBER D900054

DRAWING NO.: 350190_C1-HBP

SHEET NO.: 31

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR: N/A | JOB MANAGER: N/A | DESIGN: N/A | CHECK: N/A | JFP: DRAFTING | MDS: CHECK | WRS: PROJECT MANAGER | TTO

ROW Acquisition Maps

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 570-1-5.2
Interstate Route Connection 570:
Dewitt Yards - Collamer
F.I.S.H. 70-7

PIN 3501.98

MAP NO. 81-4300
PARCEL NO. 81-4300-WOA
SHEET 1 OF 2 SHEETS

MAP REFERENCE INFORMATION:
Part of Military Lot 23
of the Town of Dewitt

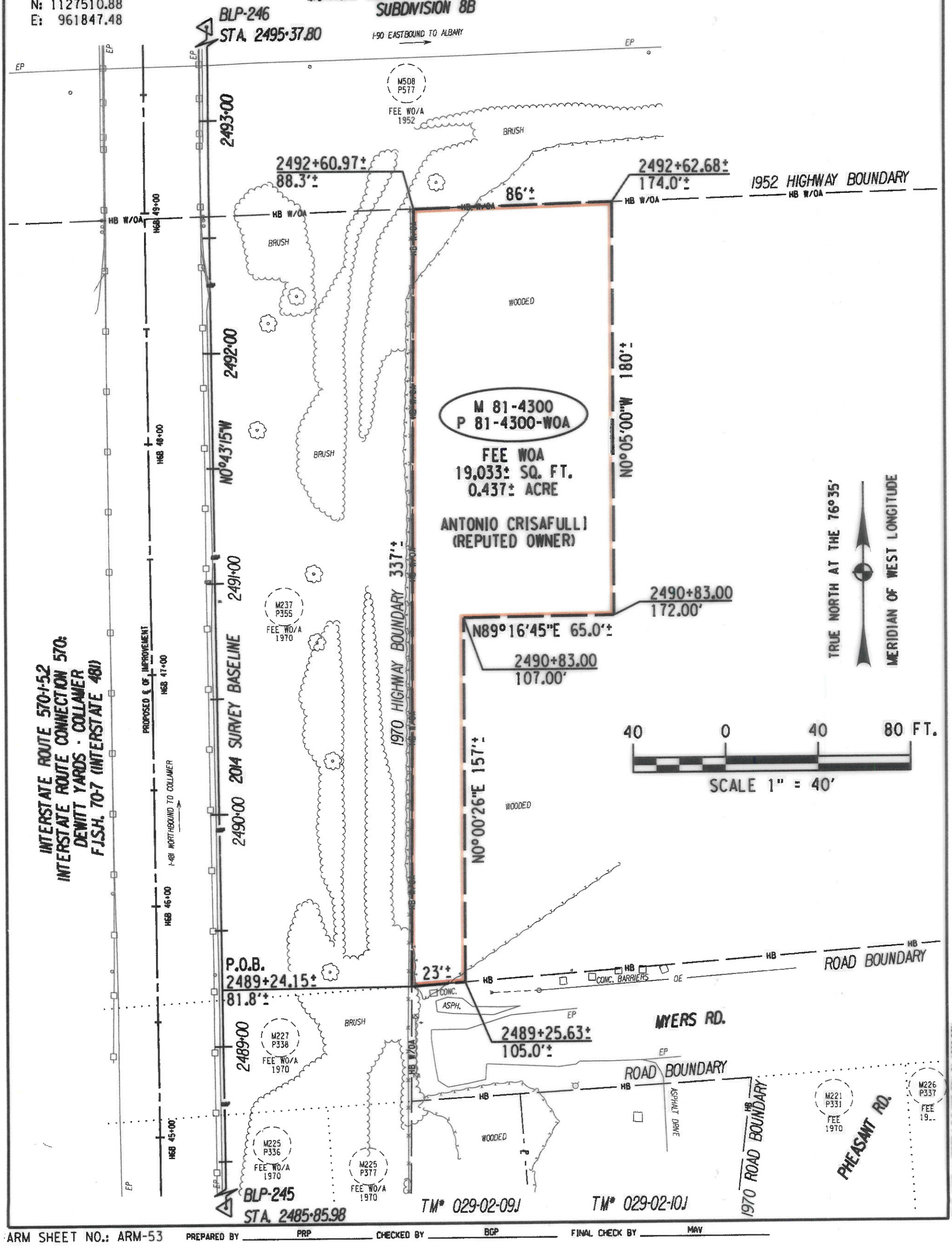
ANTONIO CRISAFULLI
(REPUTED OWNER)

CCD L. 4866 P. 640
TRN 4300

PARCEL SUMMARY
Type: FEE WITHOUT ACCESS
Portion of 2021 Tax Map
Ref. No. 29-01-02.1
Town of Dewitt
County of Onondaga
State of New York

Parcel Locator Point:
Parcel No: 81-4300-WOA
N: 1127510.88
E: 961847.48

NEW YORK STATE THRUWAY I-90
MOHAWK SECTION ONONDAGA COUNTY
SUBDIVISION 8B



ARM SHEET NO.: ARM-53 PREPARED BY PRP CHECKED BY BGP FINAL CHECK BY MAV

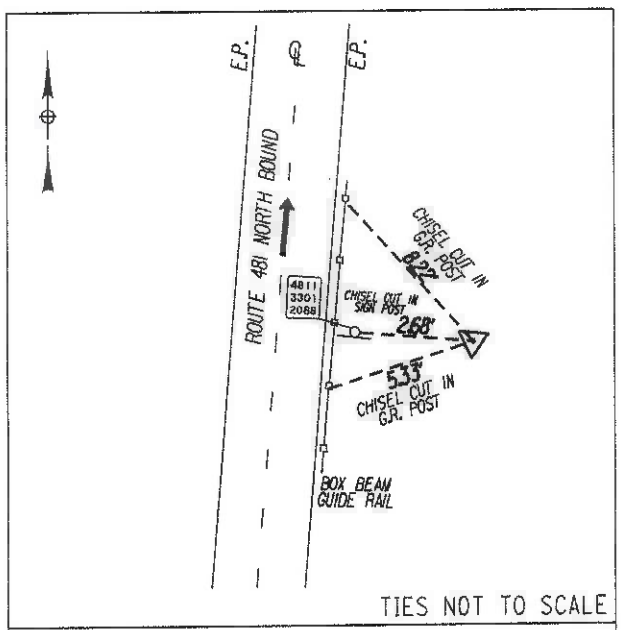
FILE NAME = IR570-1-5.2 MAP.ROW.81-4300.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 570-1-5.2
Interstate Route Connection 570:
Dewitt Yards - Collamer
F.I.S.H. 70-7

PIN 3501.98

MAP NO. 81-4300
PARCEL NO. 81-4300-WOA
SHEET 2 OF 2 SHEETS

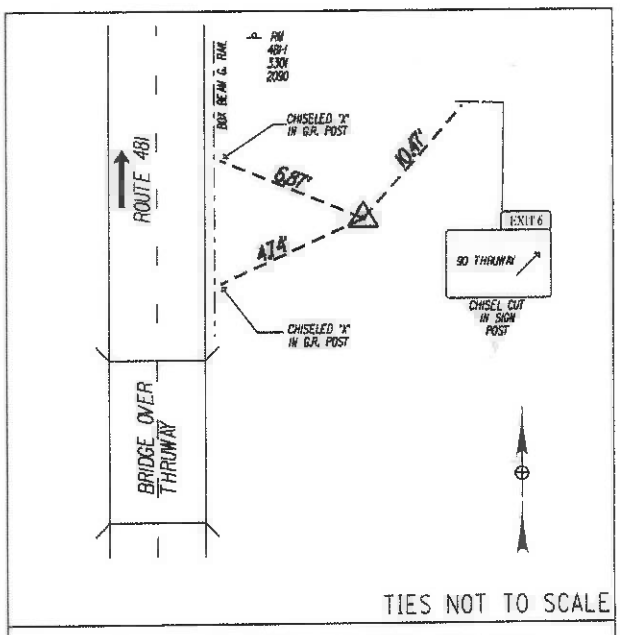


TIES NOT TO SCALE

I-481 - ℄ STA. 2485+85.98

DESCRIPTION: ℄ POINT 245 IS AN 18" LONG REBAR WITH CAP AND IS LOCATED ON ROUTE 481 AT RM 4811/3301/2088

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1127171.6473
E: 961769.8595



TIES NOT TO SCALE

I-481 - ℄ STA. 2495+37.80

DESCRIPTION: ℄ POINT 246 IS A 18" LONG REBAR WITH CAP, LOCATED ON THE EAST SIDE OF ROUTE 481, 90'± SOUTH OF RM 4811/3301/2090.

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1128123.3781
E: 961757.8513

All that piece or parcel of property designated as Parcel No. 81-4300-WOA, as shown on the accompanying map, to be acquired in Fee, without right of access to and from abutting property.

SUBJECT TO utility easements and right-of-ways of record heretofore conveyed affecting the above described properly.

I hereby certify that the property mapped above is necessary for this project, and the acquisition thereof is recommended.

Date NOVEMBER 12, 20 21

George A. Doucette Jr.

George A. Doucette, Jr., P.E.
Regional Design Engineer
for the Regional Director of Transportation
Region No. 3

STATE OF NEW YORK
BRADLEY G. PCOLINSKY
EXCELSIOR
No. 050697
LICENSED LAND SURVEYOR

"Unauthorized alteration of a survey map bearing a licensed land surveyor's seal is a violation of the New York State Education Law."

I hereby certify that this map was prepared in accordance with current NYSDOT policies, standards and procedures.

Date NOVEMBER 12, 20 21

Brady Py

Prudent Engineering LLP
Engineering and Land Surveying
By Bradley G. Pcolinsky, Land Surveyor
L.S. License No. 050697

ANTONIO CRISAFULLI
(REPUTED OWNER)

Map of property which the Commissioner of Transportation deems necessary to be acquired by appropriation in the name of the People of the State of New York in fee, without right of access to and from abutting property, except for the purposes of the rights described above, for purposes connected with the highway system of the State of New York pursuant to Sections 30 and 340-B of the Highway Law and the Eminent Domain Procedure Law.

There is excepted from this appropriation all the right, title and interest, if any, of the United States of America in or to said property.

Pursuant to the statute(s) set forth above and the authority delegated to me by Official Order of the Commissioner of Transportation, this acquisition map is hereby approved and filed in the main office of the New York State Department of Transportation.

Date May 25 20 22

Office of Right-of-Way

I have compared the foregoing copy of the map with the original thereof, as filed in the Office of the State Department of Transportation, and I do hereby certify the same to be a true and correct copy of the original and the whole thereof.

Suzanne Stella

Office of Right-of-Way

PREPARED BY PRP CHECKED BY BGP FINAL CHECK BY MAV

FILE NAME = IR570-1-5.2_MAP_ROW_81-4300.DGN

I-81 VIADUCT PROJECT
Interstate Route 570-1-5.2
Interstate Route Connection 570:
Dewitt Yards - Collamer
F.I.S.H. 70-7

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

PIN 3501.98

MAP NO. 81-4380-BED
PARCEL NO. 81-4380-WOA
SHEET 1 OF 2 SHEETS

MAP REFERENCE INFORMATION:
Part of Military Lot 23
of the Town of Dewitt

A PORTION OF THE BED OF MYERS ROAD

PARCEL SUMMARY
Type: FEE WITHOUT ACCESS
Portion of 2021 Tax Map
Ref. No. 29-01 and 29-02
Town of Dewitt
County of Onondaga
State of New York

Parcel Locator Point:
Parcel No: 81-4380-WOA
N: 1127461.38
E: 961847.15

40 0 40 80 FT.
SCALE 1" = 40'

TRUE NORTH AT THE 76°35' MERIDIAN OF WEST LONGITUDE

BLP-246
STA. 2495+37.80

BLP-245
STA. 2485+85.98

INTERSTATE ROUTE 570-1-5.2
INTERSTATE ROUTE CONNECTION 570:
DEWITT YARDS - COLLAMER
F.I.S.H. 70-7 (INTERSTATE 481)

I-481 NORTHBOUND TO COLLAMER

2014 SURVEY BASELINE
N0°43'15"W
2491+00
2490+00
2489+00
2488+00

1970 HIGHWAY BOUNDARY

PROPOSED R. OF. IMPROVEMENT
HSB 47+00
HSB 46+00
HSB 45+00
HSB 44+00

EP
BRUSH
WOODED

M237 P355 FEE W0/A 1970
M227 P338 FEE W0/A 1970
M225 P336 FEE W0/A 1970
M225 P337 FEE W0/A 1970
M221 P331 FEE 1970

ANTONIO CRISAFULLI
(REPUTED OWNER)
TM# 029-01-02.1

2489+25.63±
105.0'±
23'±
2489+24.15±
81.8'±
50'±
N0°00'26"E
50'±
MYERS RD.
P.O.B.
2488+74.66±
80.8'±
24'±
2488+75.81±
104.4'±

HB ROAD BOUNDARY
CONC. BARRIERS
OE
CONC.
ASPH.
ASPHALT DRIVE

M 81-4380-BED
P 81-4380-WOA
FEE W0A
1,160± SQ. FT.
0.027± ACRE

A PORTION OF THE BED OF MYERS ROAD

1970 ROAD BOUNDARY

PHEASANT RD.

1 STORY FRAME HSE #6782
SHED
SHED
PATIO

DAVID KROL
(REPUTED OWNER)
TM# 029-02-09.1

TM# 029-02-10.1

FILE NAME = IR570-1-5.2_MAP_ROW_81-4380-BED.DGN

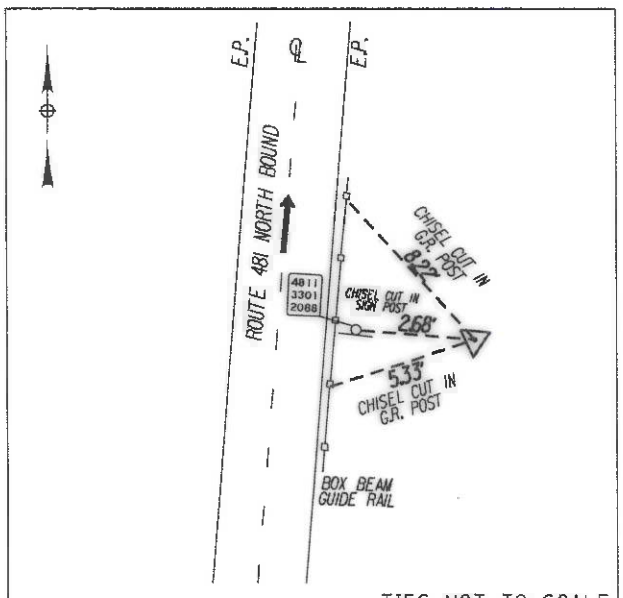
ARM SHEET NO.: ARM-53 PREPARED BY PRP CHECKED BY BGP FINAL CHECK BY MAV

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 570-1-5.2
Interstate Route Connection 570:
Dewitt Yards - Collamer
F.I.S.H. 70-7

PIN 3501.98

MAP NO. 81-4380-BED
PARCEL NO. 81-4380-WOA
SHEET 2 OF 2 SHEETS

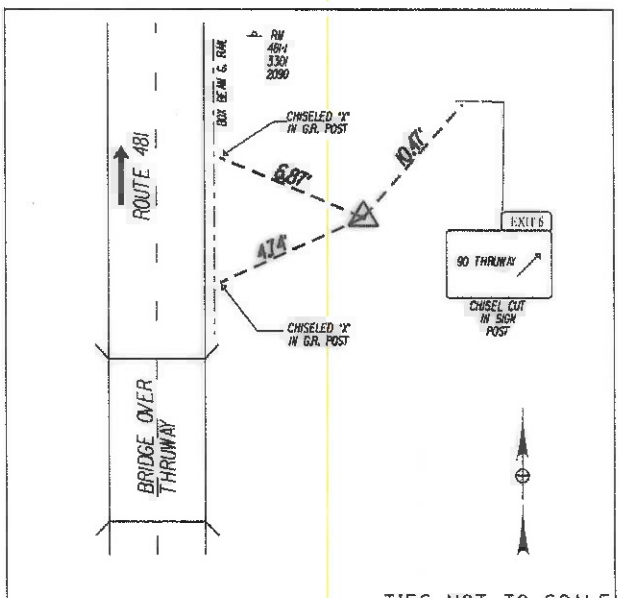


TIES NOT TO SCALE

I-481 - ℄ STA. 2485+85.98

DESCRIPTION: ℄ POINT 245 IS AN 18" LONG REBAR WITH CAP AND IS LOCATED ON ROUTE 481 AT RM 4811/3301/2088

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1127171.6473
E: 961769.8595



TIES NOT TO SCALE

I-481 - ℄ STA. 2495+37.80

DESCRIPTION: ℄ POINT 246 IS A 18" LONG REBAR WITH CAP, LOCATED ON THE EAST SIDE OF ROUTE 481, 90'± SOUTH OF RM 4811/3301/2090.

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1128123.3781
E: 961757.8513

All that piece or parcel of property designated as Parcel No. 81-4380-WOA, situate in Military Lot 23, Town of Dewitt, County of Onondaga, State of New York, to be acquired in Fee, without right of access to and from abutting property, as shown on the accompanying map and described as follows:

Beginning at the point of intersection of the easterly highway boundary of the existing Interstate Route Connection 570: Dewitt Yards - Collamer (I-481), with the southerly road boundary of the existing Myers Road, said point being 80.8± feet distant easterly, measured at right angles from station 2488+74.66± of the hereinafter described 2014 survey baseline for the construction of the I-81 Viaduct Project; thence easterly along said southerly road boundary 24± feet to a point 104.4± feet distant easterly, measured at right angles from station 2488+75.81± of said baseline; thence N0°00'26"E, through the Bed of Myers Road, 50± feet to a point on the northerly road boundary of Myers Road, said point being 105.0± feet distant easterly, measured at right angles from station 2489+25.63± of said baseline; thence westerly along said northerly road boundary 23± feet to a point on first mentioned easterly highway boundary, said point being 81.8± feet distant easterly, measured at right angles from station 2489+24.15± of said baseline; thence southerly along said easterly highway boundary 50± feet to the point of beginning, being 1,160± square feet, or 0.027± acre, more or less.

SUBJECT TO utility easements and right-of-ways of record heretofore conveyed affecting the above described properly.

The above mentioned survey baseline is a portion of the survey baseline for the construction of I-81 Viaduct Project, as shown on a map on file in the office of the New York State Department of Transportation, Region 3, in Syracuse, New York, and described as follows:

Beginning at Sta. 2485+85.98; thence North 0° 43' 15" West to Sta. 2495+37.80.

All bearings are based on True North at the 76°35' Meridian of West Longitude.

"Unauthorized alteration of a survey map bearing a licensed land surveyor's seal is a violation of the New York State Education Law."

I hereby certify that the property mapped above is necessary for this project, and the acquisition thereof is recommended.

Date NOVEMBER 12, 20 21

George A. Doucette Jr.

George A. Doucette, Jr., P.E.
Regional Design Engineer
for the Regional Director of Transportation
Region No. 3

STATE OF NEW YORK
BRADLEY G. PCOLINSKY
EXCELSIOR
No. 050697
LICENSED LAND SURVEYOR

I hereby certify that this map was prepared in accordance with current NYSDOT policies, standards and procedures.

Date NOVEMBER 12, 20 21

Brady Pcolinsky

Prudent Engineering LLP
Engineering and Land Surveying
By Bradley G. Pcolinsky, Land Surveyor
L.S. License No. 050697

A PORTION OF THE BED OF MYERS ROAD

Map of property which the Commissioner of Transportation deems necessary to be acquired by appropriation in the name of the People of the State of New York in fee, without right of access to and from abutting property, except for the purposes of the rights described above, for purposes connected with the highway system of the State of New York pursuant to Sections 30 and 340-B of the Highway Law and the Eminent Domain Procedure Law.

Pursuant to the statute(s) set forth above and the authority delegated to me by Official Order of the Commissioner of Transportation, this acquisition map is hereby approved and filed in the main office of the New York State Department of Transportation.

Date June 8 20 22

Katherine Ley, Office of Right-of-Way

I have compared the foregoing copy of the map with the original thereof, as filed in the Office of the State Department of Transportation, and I do hereby certify the same to be a true and correct copy of the original and the whole thereof.

Suzanne Stella
Office of Right-of-Way

PREPARED BY PRP CHECKED BY BGP FINAL CHECK BY MAV

FILE NAME = IR570-1-5.2_MAP_ROW_81-4380-BED.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

MAP NO. 81-4400
PARCEL NO. 81-4400-WOA
SHEET 1 OF 3 SHEETS

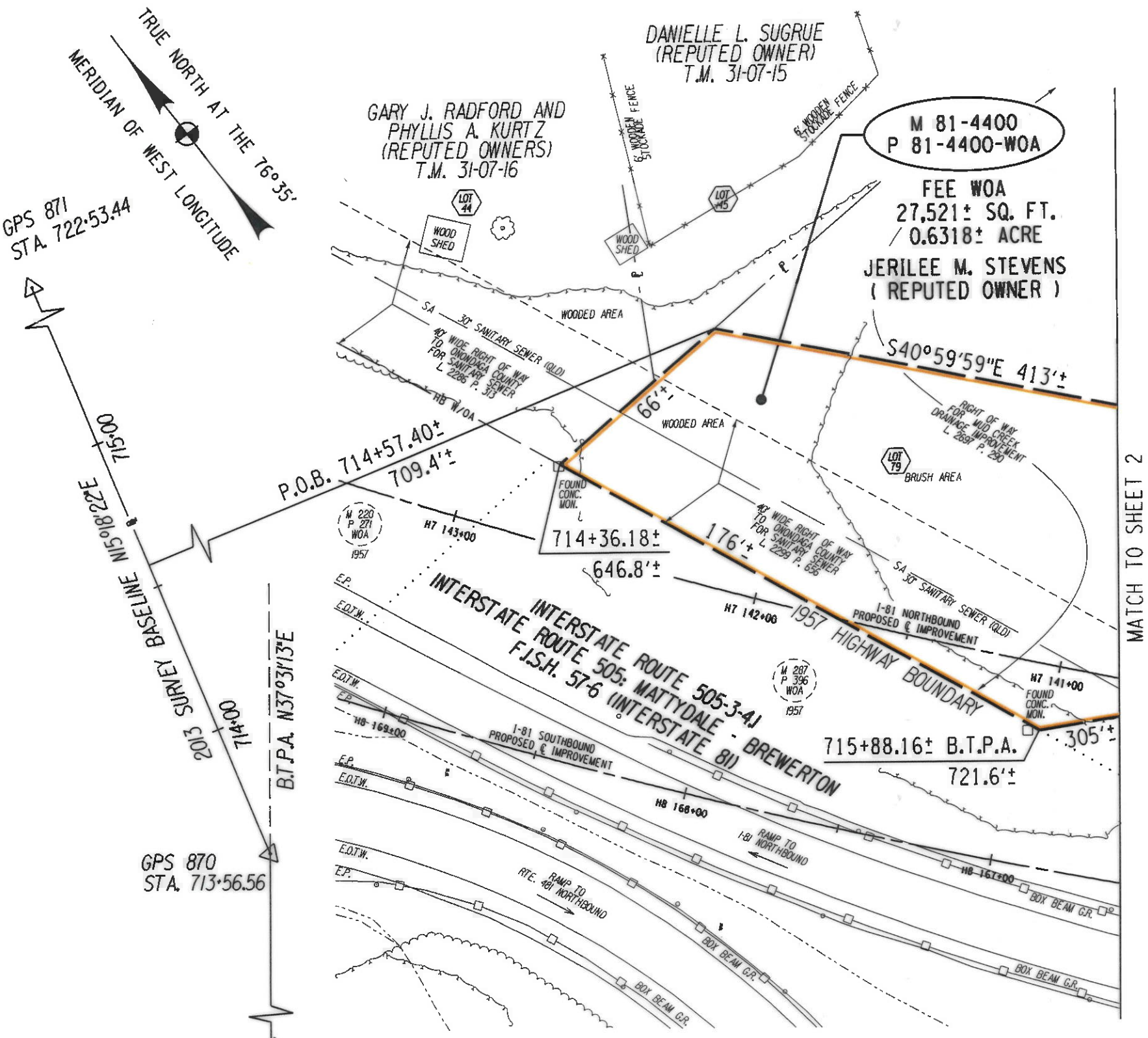
MAP REFERENCE INFORMATION:
(1) Part of Lot (79) of map entitled "Lang Manor Tract, Section 3", filed May 23, 1979, CCM # 5774
(2) Part of Military Lot 81 of the Town of Cicero

JERILEE M. STEVENS
(REPUTED OWNER)

CCD L. 4794 P. 414
TRN 4400

PARCEL SUMMARY
Type: FEE WITHOUT ACCESS
Portion of 2021 Tax Map Ref. No. 31-07-08.1
Town of Cicero
County of Onondaga
State of New York

Parcel Locator Point:
Parcel No: 81-4400-WOA
N: 1145510.58
E: 947107.98



40 0 40 80 FT.
SCALE 1" = 40'

B.T.P.A. = BACK TANGENT PRODUCED AHEAD

ARM SHEET NO.: ARM-52 PREPARED BY MDS CHECKED BY MRS FINAL CHECK BY TTO

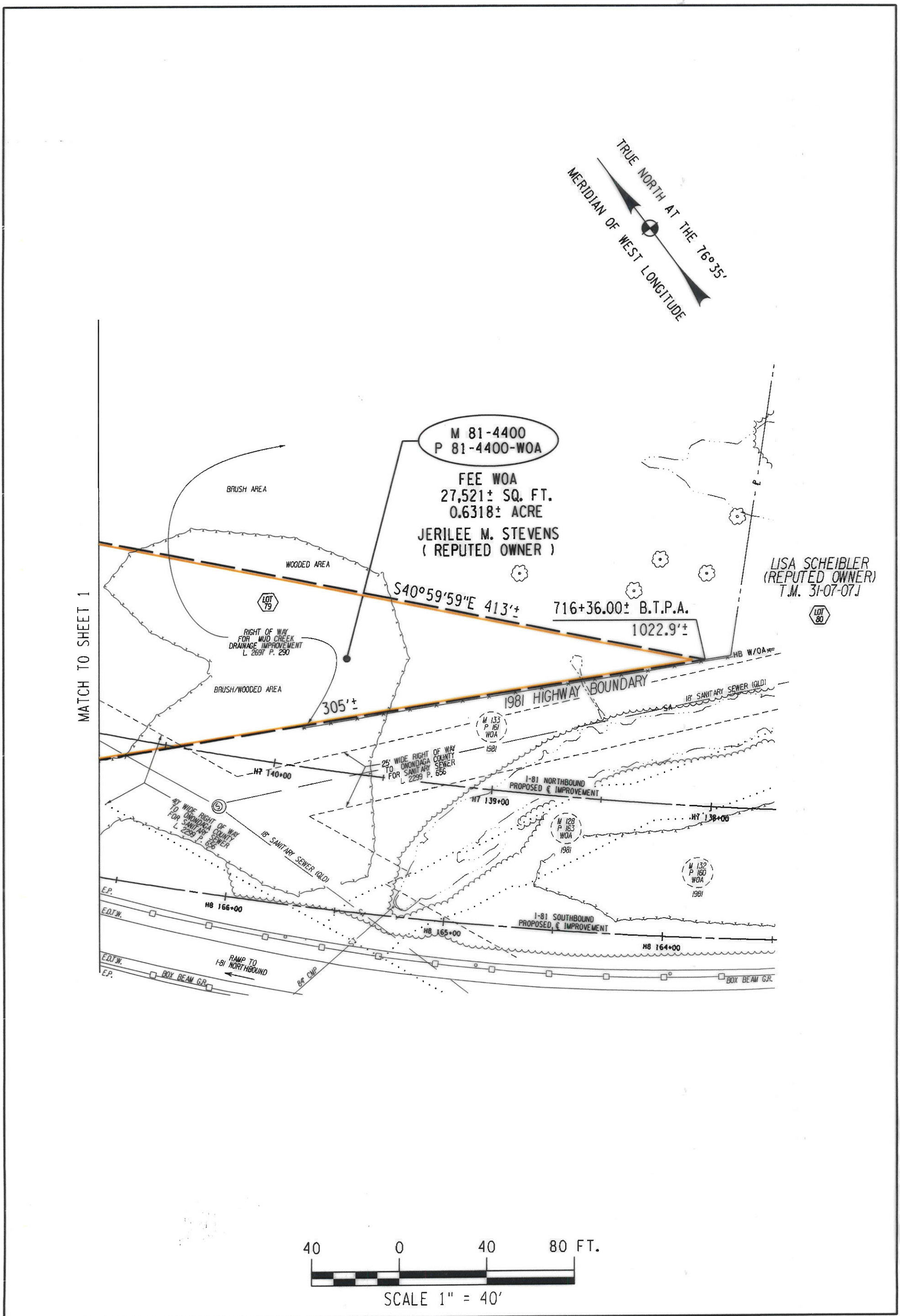
FILE NAME = IR505-3-4.1_MAP_ROW_81-4400.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

MAP NO. 81-4400
PARCEL NO. 81-4400-WOA
SHEET 2 OF 3 SHEETS



ARM SHEET NO.: ARM-52 PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

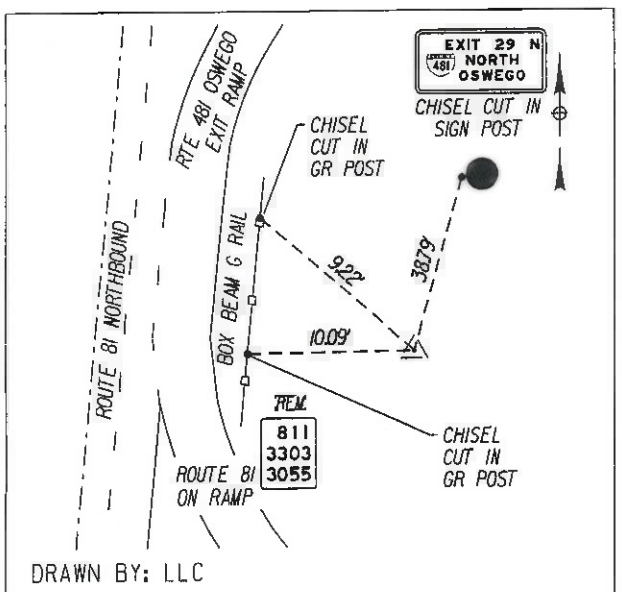
FILE NAME = IR505-3-4.1_MAP_ROW_81-4400.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

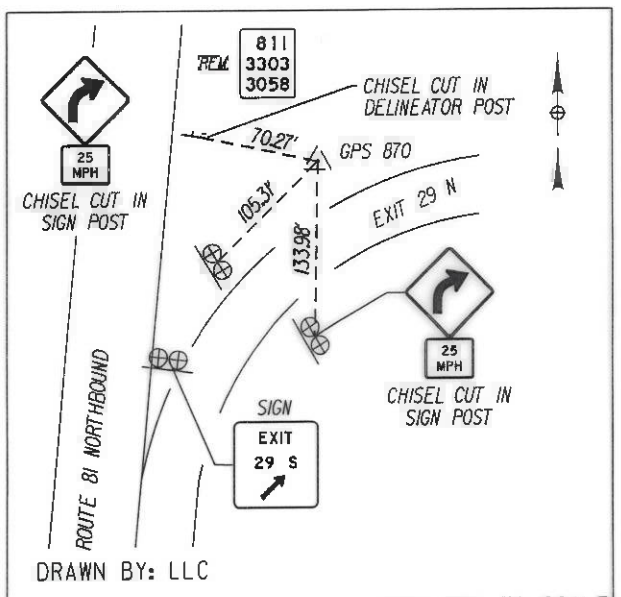
MAP NO. 81-4400
PARCEL NO. 81-4400-WOA
SHEET 3 OF 3 SHEETS



I-81 - ℄ STA. 702+08.58

DESCRIPTION: ℄ POINT 89 IS LOCATED ON ROUTE 81, 60 FT± NORTH OF RM 81/3303/3055

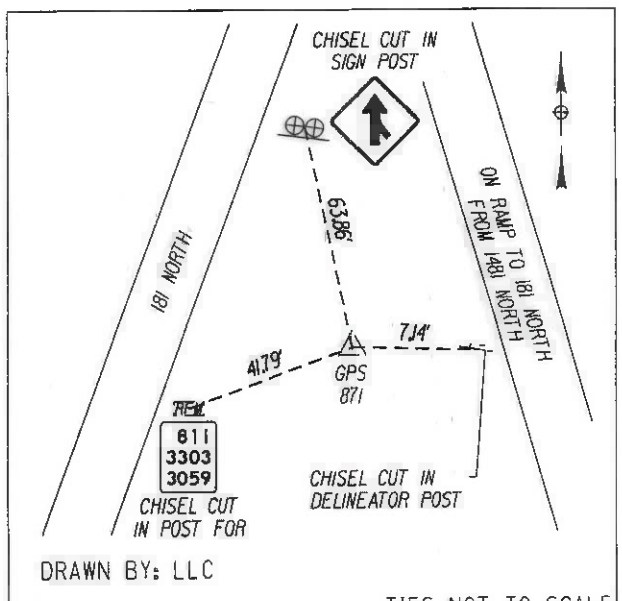
NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1144690.0647
E: 945697.9711



I-81 - ℄ STA. 713+56.56

DESCRIPTION: GPS 870 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE EAST SIDE OF 181 NORHTBOUND, 660 FT± NORTH OF THE 1481 OVERPASS, 78 FT± EAST OF THE PAVED EDGE OF SHOULDER, AND 380 FT± SOUTH OF RM 811/3303/3058

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1145600.5710
E: 946397.1390



I-81 - ℄ STA. 722+53.44

DESCRIPTION: GPS 871 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE WESTERLY SIDE OF THE ON RAMP LEADING TO 181 NORTH FROM 1481 NORTH, 40 FT± EAST OF RM 811/3303/3059, AND 1600 FT± NORTH OF THE 1481 OVERPASS

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1146465.6420
E: 946633.8970

All that piece or parcel of property designated as Parcel No. 81-4400-WOA, as shown on the accompanying map, to be acquired in Fee, without right of access to and from abutting property.

SUBJECT TO utility easements and right-of-ways of record heretofore conveyed affecting the above described property.

"Unauthorized alteration of a survey map bearing a licensed land surveyor's seal is a violation of the New York State Education Law."

I hereby certify that the property mapped above is necessary for this project, and the acquisition thereof is recommended.

Date AUGUST 5, 2021

George A. Doucette, Jr., P.E.
Regional Design Engineer
for the Regional Director of Transportation
Region No. 3

STATE OF NEW YORK
TIMOTHY TAGGART ODELL
EXCELSIOR
050995
LICENSED LAND SURVEYOR

I hereby certify that this map was prepared in accordance with current NYSDOT policies, standards and procedures.

Date JULY 26, 2021

Popli Design Group

By: Timothy T. Odell, Land Surveyor
P.L.S. License No. 50995

JERILEE M. STEVENS
(REPUTED OWNER)

Map of property which the Commissioner of Transportation deems necessary to be acquired by appropriation in the name of the People of the State of New York in fee, without right of access to and from abutting property, except for the purposes of the rights described above, for purposes connected with the highway system of the State of New York pursuant to Sections 30 and 340-B of the Highway Law and the Eminent Domain Procedure Law.

There is excepted from this appropriation all the right, title and interest, if any, of the United States of America in or to said property.

Pursuant to the statute(s) set forth above and the authority delegated to me by Official Order of the Commissioner of Transportation, this acquisition map is hereby approved and filed in the main office of the New York State Department of Transportation.

Date May 18 2022

, Office of Right-of-Way

I have compared the foregoing copy of the map with the original thereof, as filed in the Office of the State Department of Transportation, and I do hereby certify the same to be a true and correct copy of the original and the whole thereof.

Suzanne Stella
Office of Right-of-Way

PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

FILE NAME = IR505-3-4.1_MAP_ROW_81-4400.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

MAP NO. 81-4401
PARCEL NO. 81-4401-WOA
SHEET 1 OF 2 SHEETS

MAP REFERENCE INFORMATION:

(1) Lot (45) of map entitled "Lang Manor Tract, Section 2", filed May 23, 1979, CCM # 5773

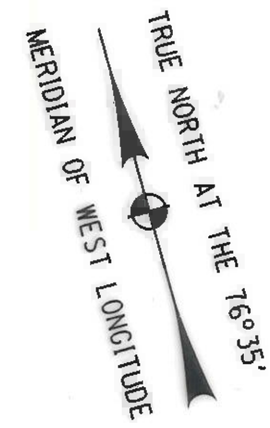
(2) Part of Military Lot 81 of the Town of Cicero

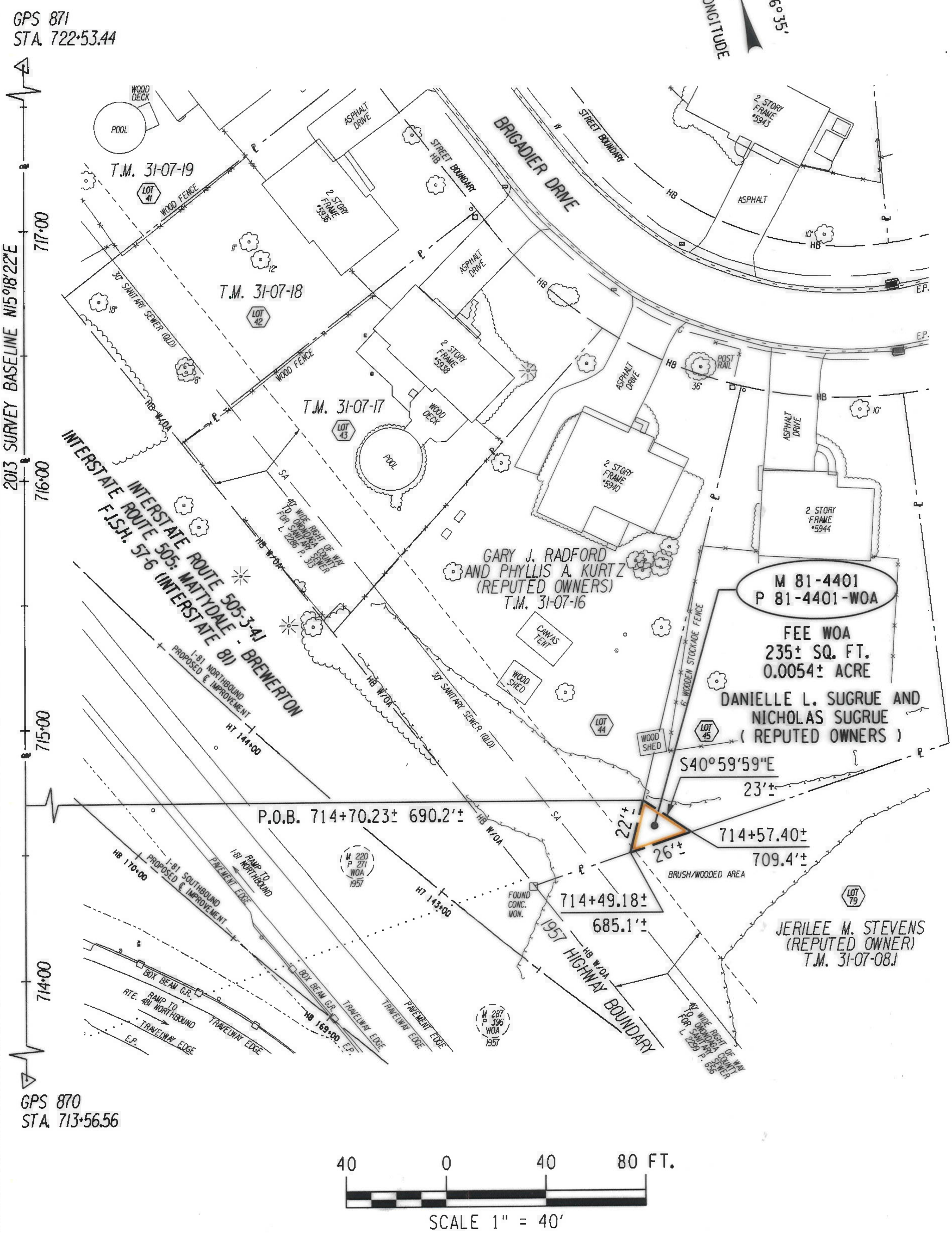
Parcel Locator Point:
Parcel No: 81-4401-WOA
N: 1145528.03
E: 947092.81

DANIELLE L. SUGRUE AND
NICHOLAS SUGRUE
(REPUTED OWNERS)

CCD INSTR. NO. 2021-00020109
TRN 4401

PARCEL SUMMARY
Type: FEE WITHOUT ACCESS
Portion of 2021 Tax Map
Ref. No. 31-07-15
Town of Cicero
County of Onondaga
State of New York





GPS 871
STA. 722+53.44
2013 SURVEY BASELINE N15°18'22"E
717+00
716+00
715+00
714+00
GPS 870
STA. 713+56.56
BRIGADIER DRIVE
STREET BOUNDARY
T.M. 31-07-19
LOT 41
T.M. 31-07-18
LOT 42
T.M. 31-07-17
LOT 43
WOOD FENCE
30' SANITARY SEWER (QLD)
40' WIDE RIGHT OF WAY TO ONONDAGA COUNTY FOR SANITARY SEWER L. 2286 P. 313
2 STORY FRAME #5936
2 STORY FRAME #5938
2 STORY FRAME #5940
2 STORY FRAME #5943
2 STORY FRAME #5944
ASPHALT DRIVE
ASPHALT
POOL
WOOD DECK
POST RAIL
INTERSTATE ROUTE 505-3-4.1
INTERSTATE ROUTE 505: MATTYDALE - BREWERTON
F.I.S.H. 57-6 (INTERSTATE 81)
I-81 NORTHBOUND PROPOSED ℄ IMPROVEMENT
H7 144+00
GARY J. RADFORD AND PHYLLIS A. KURTZ (REPUTED OWNERS) T.M. 31-07-16
CANVAS TENT
WOOD SHED
LOT 44
LOT 45
6' WOODEN STOCKADE FENCE
M 81-4401
P 81-4401-WOA
FEE WOA
235± SQ. FT.
0.0054± ACRE
DANIELLE L. SUGRUE AND NICHOLAS SUGRUE (REPUTED OWNERS)
S40°59'59"E
23'±
22'±
26'±
P.O.B. 714+70.23± 690.2'±
714+57.40± 709.4'±
714+49.18± 685.1'±
BRUSH/WOODED AREA
FOUND CONC. MON.
M 220 P 271 WOA 1957
M 287 P 396 WOA 1957
H7 143+00
HB 170+00
HB 169+00
I-81 SOUTHBOUND PROPOSED ℄ IMPROVEMENT
I-81 RAMP TO NORTHBOUND
PAVEMENT EDGE
TRAVELWAY EDGE
BOX BEAM G.R.
RTE. 481 RAMP TO NORTHBOUND
E.P.
1957 HB W/OA HIGHWAY BOUNDARY
40' WIDE RIGHT OF WAY TO ONONDAGA COUNTY FOR SANITARY SEWER L. 2299 P. 656
LOT 79
JERILEE M. STEVENS (REPUTED OWNER) T.M. 31-07-08.1
40 0 40 80 FT.
SCALE 1" = 40'

FILE NAME = IR505-3-4.1_MAP_ROW_81-4401.DGN

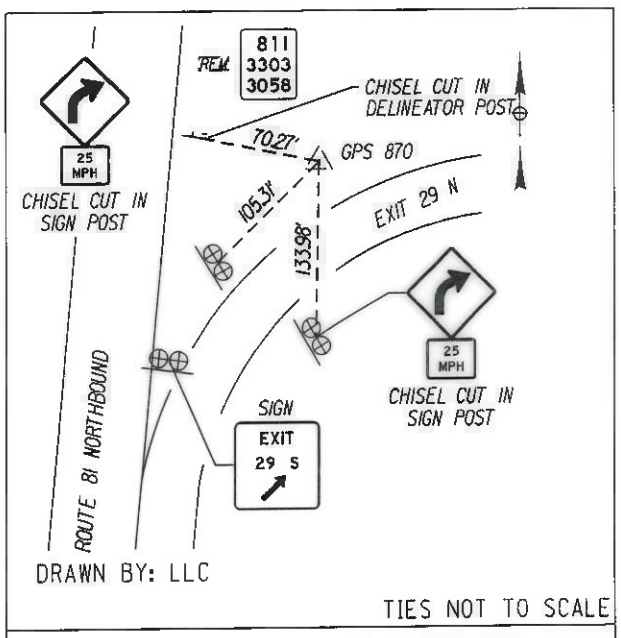
ARM SHEET NO.: ARM-52 PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

MAP NO. 81-4401
PARCEL NO. 81-4401-WOA
SHEET 2 OF 2 SHEETS



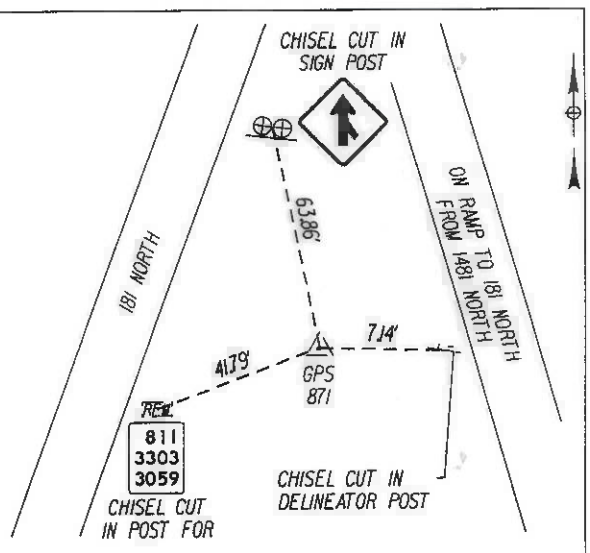
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 713+56.56

DESCRIPTION: GPS 870 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE EAST SIDE OF 181 NORHTBOUND, 660 FT± NORTH OF THE 1481 OVERPASS, 78 FT± EAST OF THE PAVED EDGE OF SHOULDER, AND 380 FT± SOUTH OF RM 811/3303/3058

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1145600.5710
E: 946397.1390



DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 722+53.44

DESCRIPTION: GPS 871 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE WESTERLY SIDE OF THE ON RAMP LEADING TO 181 NORTH FROM 1481 NORTH, 40 FT± EAST OF RM 811/3303/3059, AND 1600 FT± NORTH OF THE 1481 OVERPASS

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1146465.6420
E: 946633.8970

All that piece or parcel of property designated as Parcel No. 81-4401-WOA, as shown on the accompanying map, to be acquired in Fee, without right of access to and from abutting property.

SUBJECT TO utility easements and right-of-ways of record heretofore conveyed affecting the above described property.

I hereby certify that the property mapped above is necessary for this project, and the acquisition thereof is recommended.

Date AUGUST 5, 2021

George A. Doucette, Jr., P.E.
Regional Design Engineer
for the Regional Director of Transportation
Region No. 3

STATE OF NEW YORK
TIMOTHY TAGGART ODELL
EXCELSIOR
050995
LICENSED LAND SURVEYOR

"Unauthorized alteration of a survey map bearing a licensed land surveyor's seal is a violation of the New York State Education Law."

I hereby certify that this map was prepared in accordance with current NYSDOT policies, standards and procedures.

Date JULY 26, 2021

Popli Design Group

By: Timothy T. Odell, Land Surveyor
P.L.S. License No. 50995

DANIELLE L. SUGRUE AND
NICHOLAS SUGRUE
(REPUTED OWNERS)

Map of property which the Commissioner of Transportation deems necessary to be acquired by appropriation in the name of the People of the State of New York in fee, without right of access to and from abutting property, except for the purposes of the rights described above, for purposes connected with the highway system of the State of New York pursuant to Sections 30 and 340-B of the Highway Law and the Eminent Domain Procedure Law.

There is excepted from this appropriation all the right, title and interest, if any, of the United States of America in or to said property.

Pursuant to the statute(s) set forth above and the authority delegated to me by Official Order of the Commissioner of Transportation, this acquisition map is hereby approved and filed in the main office of the New York State Department of Transportation.

Date May 18 2022

, Office of Right-of-Way

I have compared the foregoing copy of the map with the original thereof, as filed in the Office of the State Department of Transportation, and I do hereby certify the same to be a true and correct copy of the original and the whole thereof.

Suzanne Stella
Office of Right-of-Way

PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

FILE NAME = IR505-3-4.1_MAP_ROW_81-4401.DGN

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

NEW YORK STATE DEPARTMENT OF TRANSPORTATION ACQUISITION MAP

PIN 3501.98

MAP NO. 81-4402
PARCEL NO. 81-4402-WOA
SHEET 1 OF 2 SHEETS

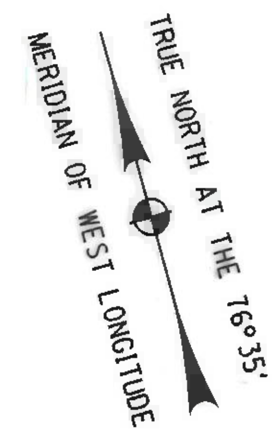
MAP REFERENCE INFORMATION:
(1) Lot (44) of map entitled "Lang Manor Tract, Section 2" filed May 23, 1979, CCM # 5773
(2) Part of Military Lot 81 of the Town of Cicero

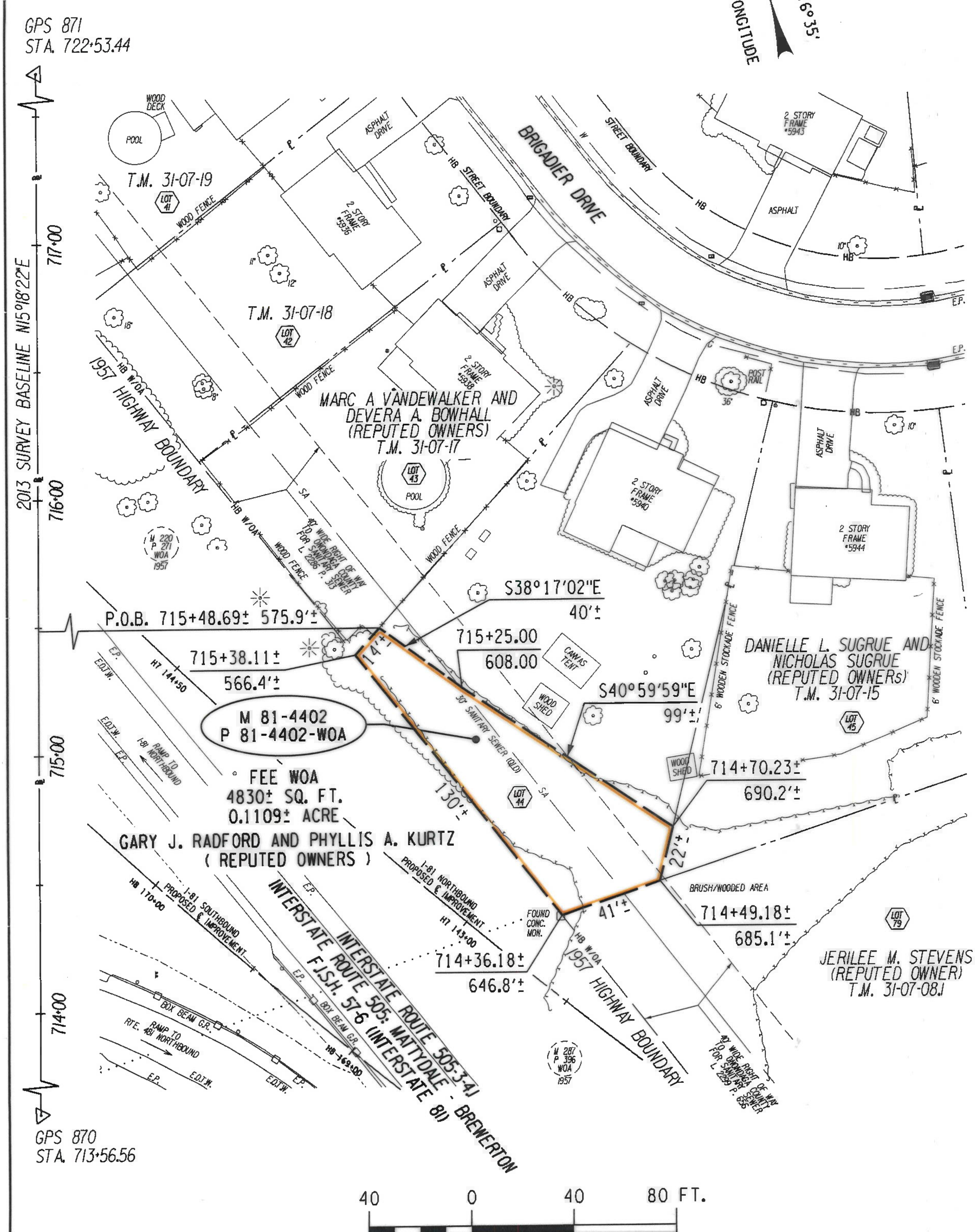
Parcel Locator Point:
Parcel No: 81-4402-WOA
N: 1145633.87
E: 947003.31

GARY J. RADFORD AND PHYLLIS A. KURTZ
(REPUTED OWNERS)

CCD L. 3192 P. 188
TRN 4402

PARCEL SUMMARY
Type: FEE WITHOUT ACCESS
Portion of 2021 Tax Map
Ref. No. 31-07-16
Town of Cicero
County of Onondaga
State of New York





GPS 871
STA. 722+53.44
2013 SURVEY BASELINE N15°18'22"E
717+00
716+00
715+00
714+00
GPS 870
STA. 713+56.56
T.M. 31-07-19
LOT 41
T.M. 31-07-18
LOT 42
MARC A VANDEWALKER AND
DEVERA A. BOWHALL
(REPUTED OWNERS)
T.M. 31-07-17
LOT 43
POOL
WOOD DECK
WOOD FENCE
ASPHALT DRIVE
2 STORY FRAME #5936
2 STORY FRAME #5938
2 STORY FRAME #5940
2 STORY FRAME #5943
2 STORY FRAME #5944
BRIGADIER DRIVE
STREET BOUNDARY
ASPHALT
POST RAIL
1957 HIGHWAY BOUNDARY
HB W/OA
M 220 P 271 WOA 1957
40' WIDE RIGHT OF WAY TO ONONDAGA COUNTY FOR SANITARY SEWER L 2286 P. 313
DANIELLE L. SUGRUE AND
NICHOLAS SUGRUE
(REPUTED OWNERS)
T.M. 31-07-15
LOT 45
6' WOODEN STOCKADE FENCE
S38°17'02"E
40'±
P.O.B. 715+48.69± 575.9'±
715+38.11±
566.4'±
715+25.00
608.00
CANVAS TENT
WOOD SHED
S40°59'59"E
99'±
714+70.23±
690.2'±
M 81-4402
P 81-4402-WOA
30" SANITARY SEWER (OLD)
LOT 44
14'±
130'±
22'±
41'±
FEE WOA
4830± SQ. FT.
0.1109± ACRE
GARY J. RADFORD AND PHYLLIS A. KURTZ
(REPUTED OWNERS)
BRUSH/WOODED AREA
714+49.18±
685.1'±
FOUND CONC. MON.
714+36.18±
646.8'±
LOT 79
JERILEE M. STEVENS
(REPUTED OWNER)
T.M. 31-07-08.1
M 287 P 396 WOA 1957
40' WIDE RIGHT OF WAY TO ONONDAGA COUNTY FOR SANITARY SEWER L 2299 P. 656
I-81 NORTHBOUND PROPOSED ℄ IMPROVEMENT
I-81 SOUTHBOUND PROPOSED ℄ IMPROVEMENT
H7 144+50
H7 143+00
H8 170+00
H8 169+00
I-81 RAMP TO NORTHBOUND
RAMP TO RTE. 481 NORTHBOUND
BOX BEAM G.R.
E.P.
E.O.T.W.
INTERSTATE ROUTE 505-3-4.1
INTERSTATE ROUTE 505: MATTYDALE - BREWERTON
F.I.S.H. 57-6 (INTERSTATE 81)
40 0 40 80 FT.
SCALE 1" = 40'

FILE NAME = IR505-3-4.1_MAP_ROW_81-4402.DGN

ARM SHEET NO.: ARM-52 PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

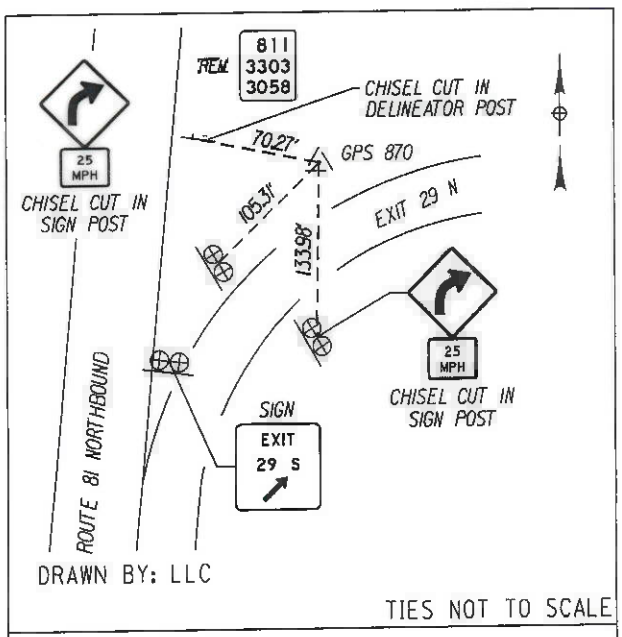
I-81 VIADUCT PROJECT

Interstate Route 505-3-4.1

Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

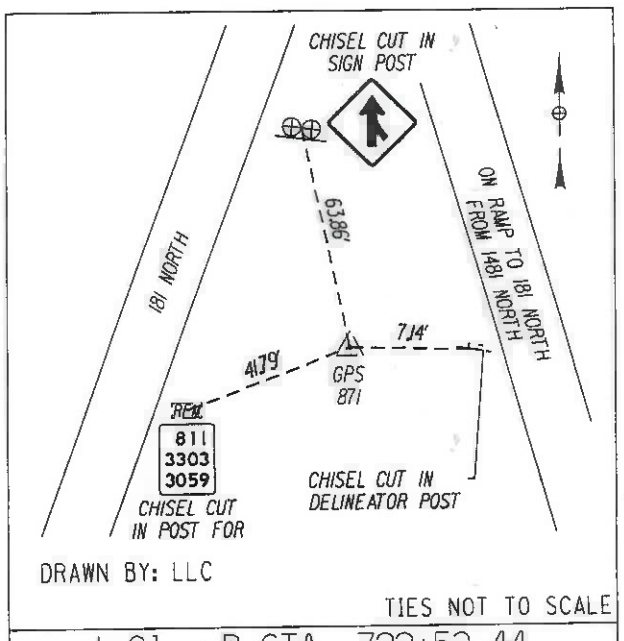
MAP NO. 81-4402
PARCEL NO. 81-4402-WOA
SHEET 2 OF 2 SHEETS



I-81 - ℄ STA. 713+56.56

DESCRIPTION: GPS 870 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE EAST SIDE OF I81 NORHTBOUND, 660 FT± NORTH OF THE I481 OVERPASS, 78 FT± EAST OF THE PAVED EDGE OF SHOULDER, AND 380 FT± SOUTH OF RM 811/3303/3058

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1145600.5710
E: 946397.1390



I-81 - ℄ STA. 722+53.44

DESCRIPTION: GPS 871 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE WESTERLY SIDE OF THE ON RAMP LEADING TO I81 NORTH FROM I481 NORTH, 40 FT± EAST OF RM 811/3303/3059, AND 1600 FT± NORTH OF THE I481 OVERPASS

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1146465.6420
E: 946633.8970

All that piece or parcel of property designated as Parcel No. 81-4402-WOA, as shown on the accompanying map, to be acquired in Fee, without right of access to and from abutting property.

SUBJECT TO utility easements and right-of-ways of record heretofore conveyed affecting the above described property.

"Unauthorized alteration of a survey map bearing a licensed land surveyor's seal is a violation of the New York State Education Law."

I hereby certify that the property mapped above is necessary for this project, and the acquisition thereof is recommended.

Date AUGUST 5, 2021

George A. Doucette Jr.

George A. Doucette, Jr., P.E.
Regional Design Engineer
for the Regional Director of Transportation
Region No. 3

STATE OF NEW YORK · TIMOTHY TAGGART ODELL · EXCELSIOR · 050995 · LICENSED LAND SURVEYOR

I hereby certify that this map was prepared in accordance with current NYSDOT policies, standards and procedures.

Date JULY 26, 2021

Popli Design Group

By: Timothy T. Odell, Land Surveyor
P.L.S. License No. 50995

GARY J. RADFORD AND PHYLLIS A. KURTZ
(REPUTED OWNERS)

Map of property which the Commissioner of Transportation deems necessary to be acquired by appropriation in the name of the People of the State of New York in fee, without right of access to and from abutting property, except for the purposes of the rights described above, for purposes connected with the highway system of the State of New York pursuant to Sections 30 and 340-B of the Highway Law and the Eminent Domain Procedure Law.

There is excepted from this appropriation all the right, title and interest, if any, of the United States of America in or to said property.

Pursuant to the statute(s) set forth above and the authority delegated to me by Official Order of the Commissioner of Transportation, this acquisition map is hereby approved and filed in the main office of the New York State Department of Transportation.

Date May 18 2022

, Office of Right-of-Way

I have compared the foregoing copy of the map with the original thereof, as filed in the Office of the State Department of Transportation, and I do hereby certify the same to be a true and correct copy of the original and the whole thereof.

Suzanne Stella

Office of Right-of-Way

PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

FILE NAME = IR505-3-4.1_MAP_ROW_81-4402.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

MAP NO. 81-4403
PARCEL NO. 81-4403-WOA
SHEET 1 OF 2 SHEETS

MAP REFERENCE INFORMATION:
(1) Lot 43 of map entitled "Lang Manor Tract" filed May 23, 1979, CCM # 5773
(2) Part of Military Lot 81 of the Town of Cicero

Parcel Locator Point:
Parcel No: 81-4403-WOA
N: 1145675.28
E: 946970.63

MARC A. VANDEWALKER DEVERA A. BOWHALL
(REPUTED OWNERS)

CCD L. 3971 P. 132
TRN 4403

PARCEL SUMMARY
Type: FEE WITHOUT ACCESS
Portion of 2021 Tax Map
Ref. No. 31-07-17
Town of Cicero
County of Onondaga
State of New York

TRUE NORTH AT THE 76° 35' MERIDIAN OF WEST LONGITUDE

GPS-871
STA. 722+53.44

2013 SURVEY BASELINE N15°18'22"E

BRIGADIER DRIVE

T.M. 31-07-19 (LOT 41)
MICHAEL WOLICKI (REPUTED OWNER) T.M. 31-07-18 (LOT 42)
GARY J. RADFORD AND PHYLLIS A. KURTZ (REPUTED OWNERS) T.M. 31-07-16 (LOT 44)
T.M. 31-07-15 (LOT 45)
T.M. 31-07-08.1 (LOT 79)

P.O.B. 715+80.00± 533.4'±
S38°17'02"E
53'
53'±
715+38.11±
566.4'±
715+48.69±
575.9'±
14'±

M 81-4403
P 81-4403-WOA
FEE WOA
372± SQ. FT.
0.0085± ACRE

MARC A. VANDEWALKER DEVERA A. BOWHALL
(REPUTED OWNERS)

INTERSTATE ROUTE 505: MATTYDALE - BREWERTON
F.I.S.H. 57-6 (INTERSTATE 81)

1957 HIGHWAY BOUNDARY

GPS-870
STA. 713+56.56

40 0 40 80 FT.
SCALE 1" = 40'

ARM SHEET NO.: ARM-52 PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

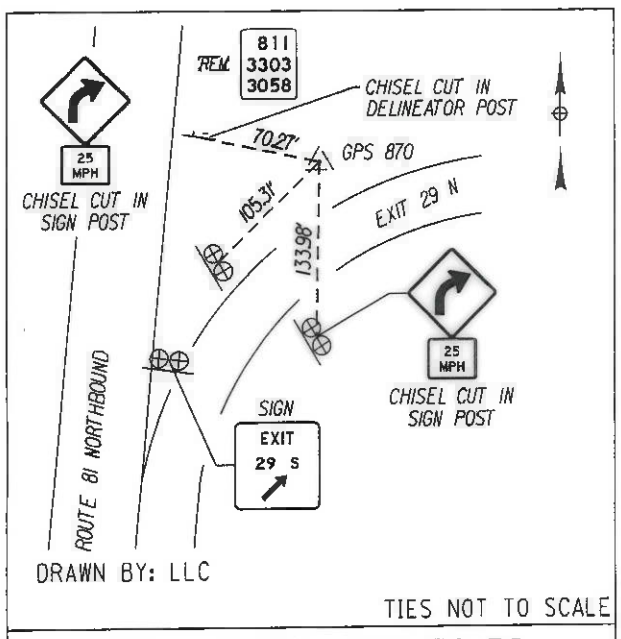
FILE NAME = IR505-3-2.1000_MAP_ROW_81-4403.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

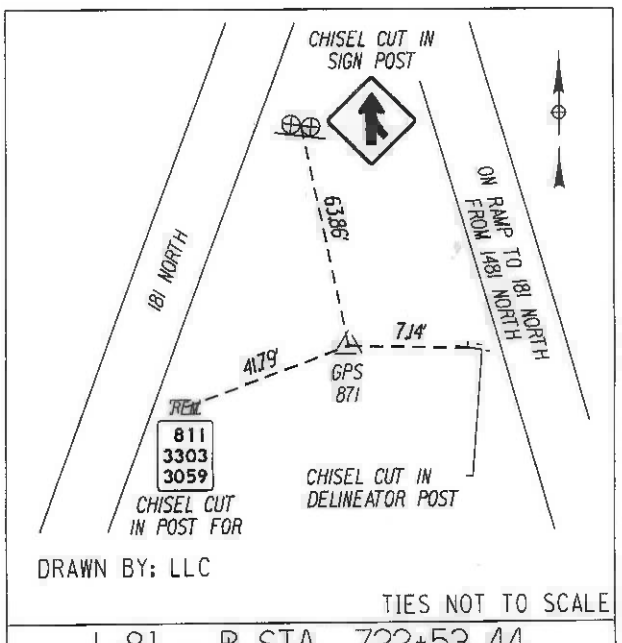
MAP NO. 81-4403
PARCEL NO. 81-4403-W0A
SHEET 2 OF 2 SHEETS



I-81 - ℄ STA. 713+56.56

DESCRIPTION: GPS 870 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE EAST SIDE OF I81 NORHTBOUND, 660 FT± NORTH OF THE I481 OVERPASS, 78 FT± EAST OF THE PAVED EDGE OF SHOULDER, AND 380 FT± SOUTH OF RM 811/3303/3058

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1145600.5710
E: 946397.1390



I-81 - ℄ STA. 722+53.44

DESCRIPTION: GPS 871 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE WESTERLY SIDE OF THE ON RAMP LEADING TO I81 NORTH FROM I481 NORTH, 40 FT± EAST OF RM 811/3303/3059, AND 1600 FT± NORTH OF THE I481 OVERPASS

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1146465.6420
E: 946633.8970

All that piece or parcel of property designated as Parcel No. 81-4403-W0A, as shown on the accompanying map, to be acquired in Fee, without right of access to and from abutting property.

SUBJECT TO utility easements and right-of-ways of record heretofore conveyed affecting the above described property.

I hereby certify that the property mapped above is necessary for this project, and the acquisition thereof is recommended.

Date AUGUST 5, 2021

George A. Doucette Jr.
George A. Doucette, Jr., P.E.
Regional Design Engineer
for the Regional Director of Transportation
Region No. 3

STATE OF NEW YORK · TIMOTHY TAGGART ODELL · 050995 · LICENSED LAND SURVEYOR

"Unauthorized alteration of a survey map bearing a licensed land surveyor's seal is a violation of the New York State Education Law."

I hereby certify that this map was prepared in accordance with current NYSDOT policies, standards and procedures.

Date JULY 26, 2021

Popli Design Group

By: Timothy T. Odell, Land Surveyor
P.L.S. License No. 50995

MARC A. VANDEWALKER DEVERA A. BOWHALL
(REPUTED OWNERS)

Map of property which the Commissioner of Transportation deems necessary to be acquired by appropriation in the name of the People of the State of New York in fee, without right of access to and from abutting property, except for the purposes of the rights described above, for purposes connected with the highway system of the State of New York pursuant to Sections 30 and 340-B of the Highway Law and the Eminent Domain Procedure Law.

There is excepted from this appropriation all the right, title and interest, if any, of the United States of America in or to said property.

Pursuant to the statute(s) set forth above and the authority delegated to me by Official Order of the Commissioner of Transportation, this acquisition map is hereby approved and filed in the main office of the New York State Department of Transportation.

Date May 18 2022

Katrina Cy
, Office of Right-of-Way

I have compared the foregoing copy of the map with the original thereof, as filed in the Office of the State Department of Transportation, and I do hereby certify the same to be a true and correct copy of the original and the whole thereof.

Suzanne Stella
Office of Right-of-Way

PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

FILE NAME = I:\505-3-2.1\000_MAP_ROW_81-4403.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

MAP NO. 81-4404
PARCEL NO. 81-4404-WOA
SHEET 1 OF 2 SHEETS

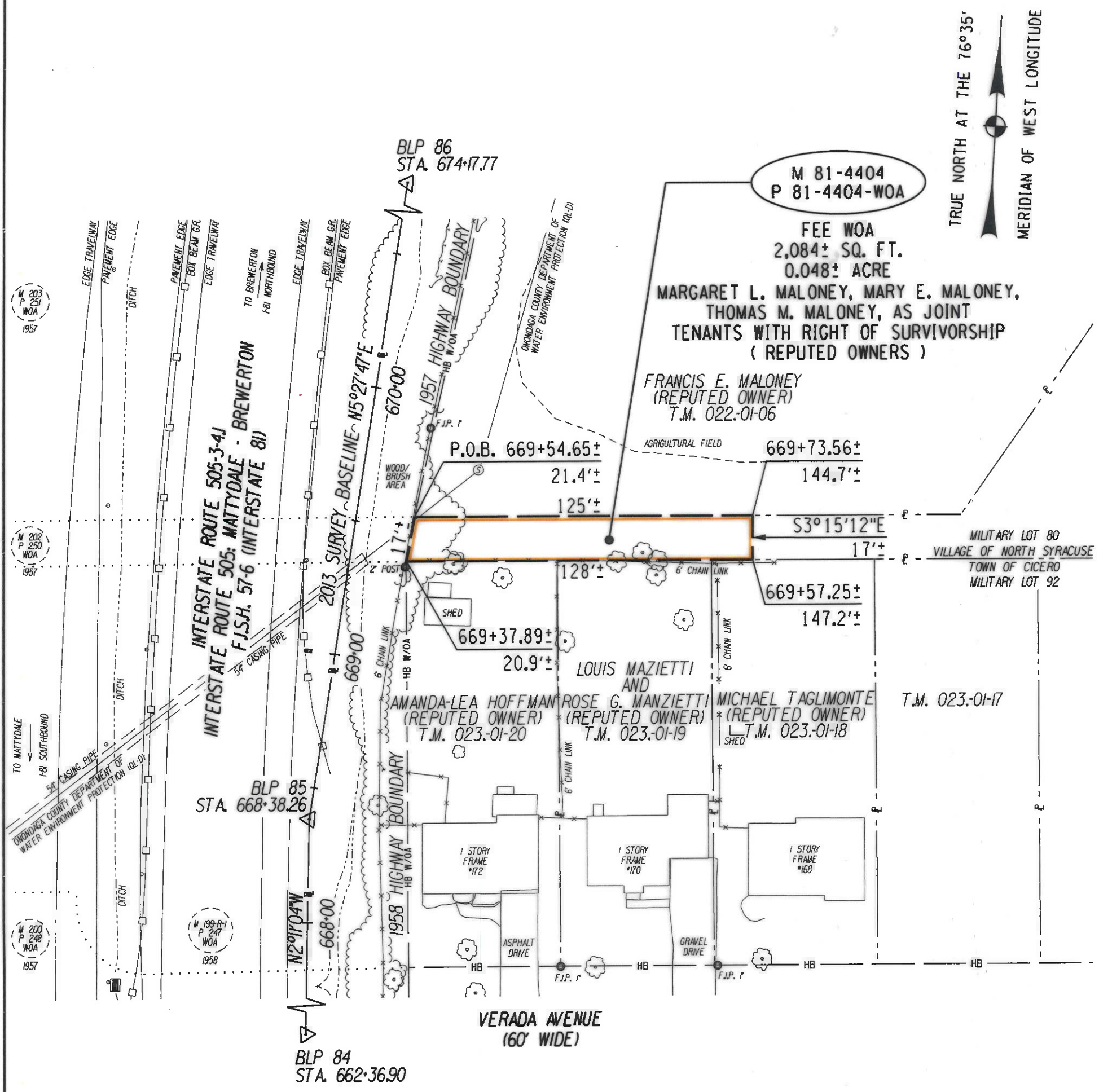
MAP REFERENCE INFORMATION:
Part of Military Lot 80 of the Town of Cicero

Parcel Locator Point:
Parcel No: 81-4404-WOA
N: 1141954.54
E: 944079.80

MARGARET L. MALONEY, MARY E. MALONEY, THOMAS M. MALONEY, AS JOINT TENANTS WITH RIGHT OF SURVIVORSHIP (REPUTED OWNERS)

CCD INSTR. NO. 2021-00060840
TRN 4404

PARCEL SUMMARY
Type: FEE WITHOUT ACCESS
Portion of 2021 Tax Map Ref. No. 022-01-07.0
Village of North Syracuse
Town of Cicero
County of Onondaga
State of New York



40 0 40 80 FT.

SCALE 1" = 40'

FILE NAME = IR505-3-4.1_MAP_ROW_81-4404.DGN

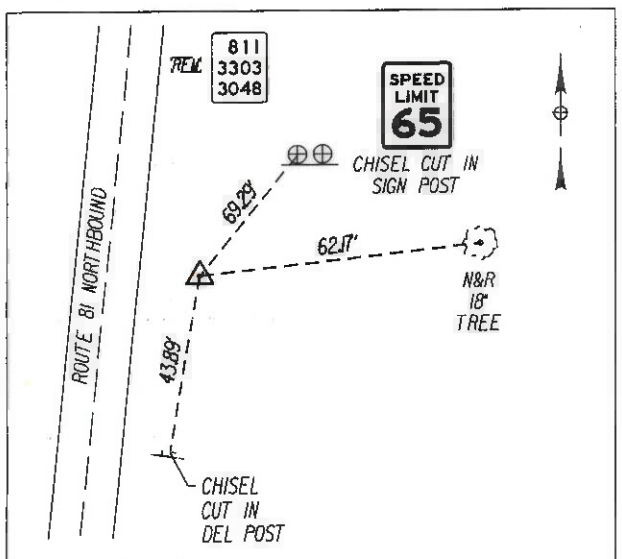
ARM SHEET NO.: ARM-47 PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

MAP NO. 81-4404
PARCEL NO. 81-4404-W0A
SHEET 2 OF 2 SHEETS



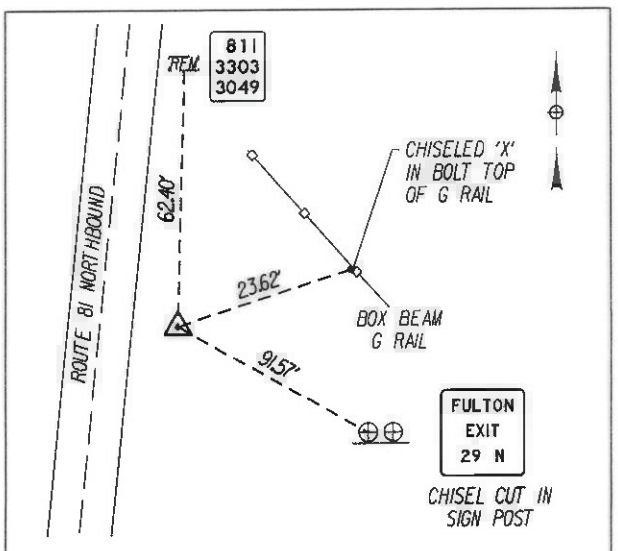
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 662+36.90

DESCRIPTION: ℄ POINT 84 IS LOCATED ON ROUTE 81, 135 FT± SOUTH OF RM 81/3303/3048

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1141239.7955
E: 944070.3852



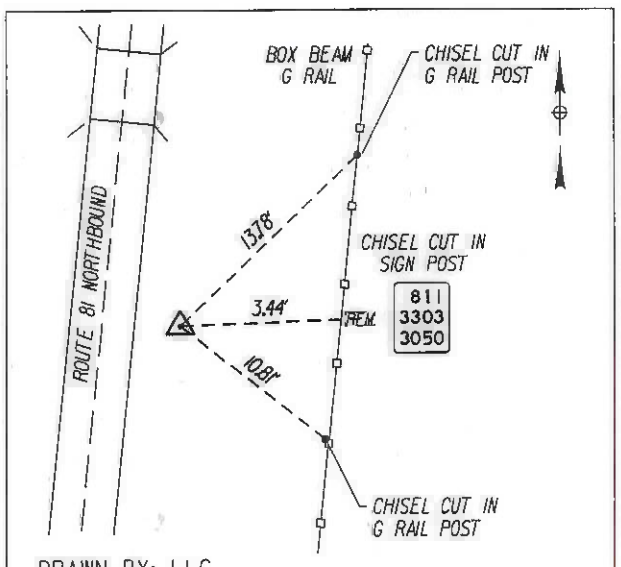
DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 668+38.26

DESCRIPTION: ℄ POINT 85 IS LOCATED ON ROUTE 81, 60 FT± SOUTH OF RM 81/3303/3049

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1141840.7191
E: 944047.4628



DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 674+17.77

DESCRIPTION: ℄ POINT 86 IS LOCATED ON ROUTE 81 AT RM 81/3303/3050

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1142417.5991
E: 944102.6355

All that piece or parcel of property designated as Parcel No. 81-4404-W0A, as shown on the accompanying map, to be acquired in Fee, without right of access to and from abutting property.

SUBJECT TO utility easements and right-of-ways of record heretofore conveyed affecting the above described property.

I hereby certify that the property mapped above is necessary for this project, and the acquisition thereof is recommended.

Date AUGUST 13, 2021

George A. Doucette, Jr., P.E.
Regional Design Engineer
for the Regional Director of Transportation
Region No. 3

STATE OF NEW YORK
TIMOTHY TAGGART ODELL
EXCELSIOR
050995
LICENSED LAND SURVEYOR

"Unauthorized alteration of a survey map bearing a licensed land surveyor's seal is a violation of the New York State Education Law."

I hereby certify that this map was prepared in accordance with current NYSDOT policies, standards and procedures.

Date AUGUST 12, 2021

Popli Design Group

By: Timothy T. Odell, Land Surveyor
P.L.S. License No. 50995

MARGARET L. MALONEY, MARY E. MALONEY, THOMAS M. MALONEY, AS JOINT TENANTS WITH RIGHT OF SURVIVORSHIP
(REPUTED OWNERS)

Map of property which the Commissioner of Transportation deems necessary to be acquired by appropriation in the name of the People of the State of New York in fee, without right of access to and from abutting property, except for the purposes of the rights described above, for purposes connected with the highway system of the State of New York pursuant to Section 30 of the Highway Law and the Eminent Domain Procedure Law.

There is excepted from this appropriation all the right, title and interest, if any, of the United States of America in or to said property.

Pursuant to the statute(s) set forth above and the authority delegated to me by Official Order of the Commissioner of Transportation, this acquisition map is hereby approved and filed in the main office of the New York State Department of Transportation.

Date May 18 2022

, Office of Right-of-Way

I have compared the foregoing copy of the map with the original thereof, as filed in the Office of the State Department of Transportation, and I do hereby certify the same to be a true and correct copy of the original and the whole thereof.

Suzanne Stella
Office of Right-of-Way

PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

FILE NAME = 1R505-3-4.1_MAP_ROW_81-4404.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

MAP NO. 81-4406
PARCEL NO. 81-4406-PE
SHEET 1 OF 2 SHEETS

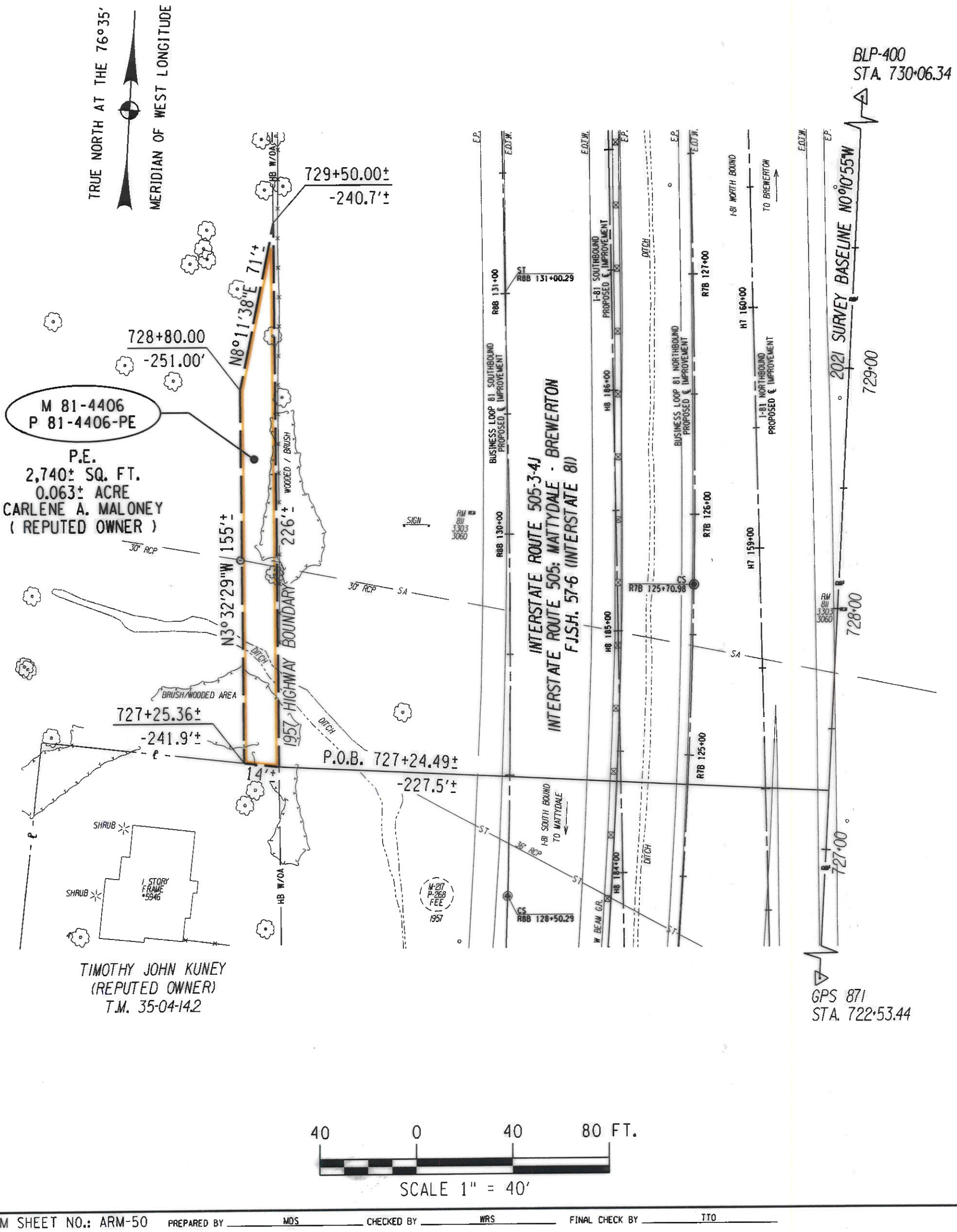
MAP REFERENCE INFORMATION:
Part of Military Lot 81 of the
Town of Cicero

Parcel Locator Point:
Parcel No: 81-4406-PE
N: 1146935.97
E: 946404.95

CARLENE A. MALONEY
(REPUTED OWNER)

CCD L. 4861 P. 846
TRN 4406

PARCEL SUMMARY
Type: PERMANENT EASEMENT
Portion of 2021 Tax Map
Ref. No. 35-04-14.1
Town of Cicero
County of Onondaga
State of New York



TIMOTHY JOHN KUNEY
(REPUTED OWNER)
T.M. 35-04-14.2

40 0 40 80 FT.
SCALE 1" = 40'

ARM SHEET NO.: ARM-50 PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

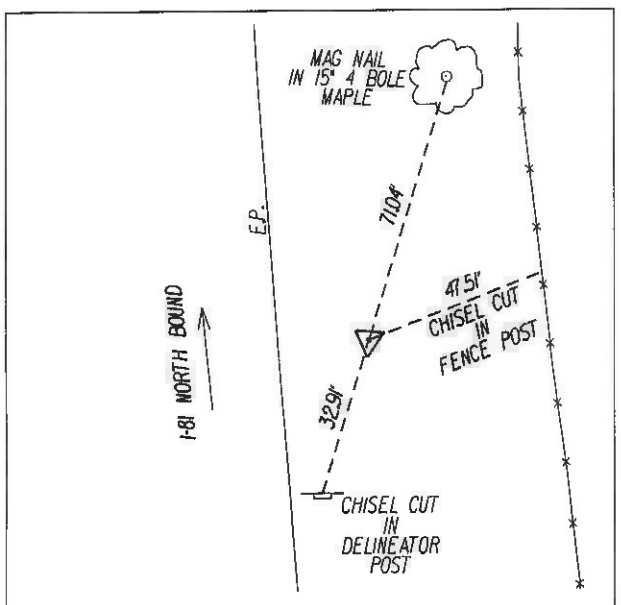
FILE NAME = IR505-3-4.1_MAP_ROW_81-4406.DGN

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ACQUISITION MAP

I-81 VIADUCT PROJECT
Interstate Route 505-3-4.1
Interstate Route 505: Mattydale - Brewerton
F.I.S.H. 57-6

PIN 3501.98

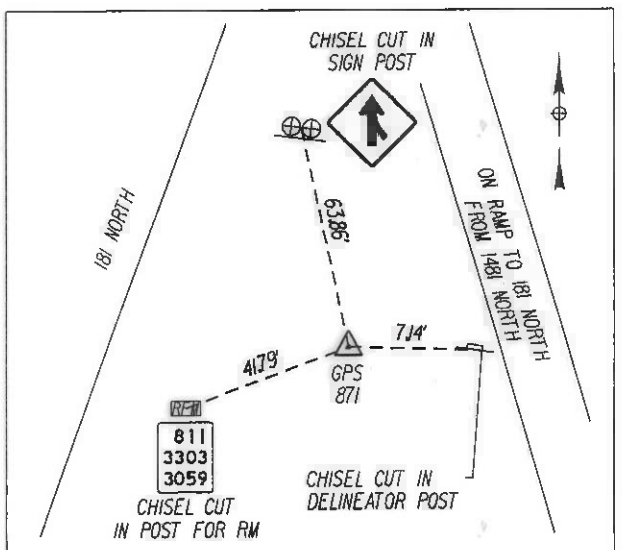
MAP NO. 81-4406
PARCEL NO. 81-4406-PE
SHEET 2 OF 2 SHEETS



I-81 - ℄ STA. 730+06.34

DESCRIPTION: ℄ POINT 400 IS A 36" LONG REBAR WITH ALUMINUM CAP AND IS LOCATED ON THE EAST SIDE OF I-81 NORTH, 206± FT NORTH OF RM 811/3303/3060.

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1147218.5422
E: 946631.5070



DRAWN BY: LLC

TIES NOT TO SCALE

I-81 - ℄ STA. 722+53.44

DESCRIPTION: GPS 871 IS A 4 FT REBAR WITH AN ALUMINUM CAP LOCATED ON THE WESTERLY SIDE OF THE ON RAMP LEADING TO I81 NORTH FROM I481 NORTH, 40 FT± EAST OF RM 811/3303/3059, AND 1600 FT± NORTH OF THE I481 OVERPASS

NYSPCS CENTRAL ZONE NAD 83/CORS 2011
N: 1146465.6420
E: 946633.8970

PERMANENT EASEMENT FOR DRAINAGE DITCH AND DRAINAGE STRUCTURE

A permanent easement to be exercised in, on and over the property above delineated for the purpose of constructing, reconstructing and maintaining thereon a drainage ditch and drainage structures, together with appurtenances, in and to all that piece or parcel of property designated as Parcel No. 81-4406-PE, as shown on the accompanying map.

RESERVING, however, to the owner of any right, title or interest in and to the property delineated as Parcel No. 81-4406-PE above, and such owner's successors or assigns, the right of access and the right of using said property and such use shall not be further limited or restricted under this easement beyond that which is necessary to effectuate its purposes for, and as established by, the construction or reconstruction and as so constructed or reconstructed, the maintenance, of the herein identified project.

"Unauthorized alteration of a survey map bearing a licensed land surveyor's seal is a violation of the New York State Education Law."

I hereby certify that the property mapped above is necessary for this project, and the acquisition thereof is recommended.

Date AUGUST 13, 2021

George A. Doucette

George A. Doucette, Jr., P.E.
Regional Design Engineer
for the Regional Director of Transportation
Region No. 3

STATE OF NEW YORK
TIMOTHY TAGGART ODELL
EXCELSIOR
050995
LICENSED LAND SURVEYOR

I hereby certify that this map was prepared in accordance with current NYSDOT policies, standards and procedures.

Date AUGUST 12, 2021

Popli Design Group

By: Timothy T. Odell, Land Surveyor
P.L.S. License No. 50995

CARLENE A. MALONEY
(REPUTED OWNER)

Map of property in and to which an easement as herein above defined is deemed necessary by the Commissioner of Transportation to be acquired by appropriation in the name of the People of the State of New York for purposes connected with the highway system of the State of New York pursuant to Sections 30 and 340-B of the Highway Law and the Eminent Domain Procedure Law.

There is excepted from this appropriation all the right, title and interest, if any, of the United States of America in or to said property.

Pursuant to the statute(s) set forth above and the authority delegated to me by Official Order of the Commissioner of Transportation, this acquisition map is hereby approved and filed in the main office of the New York State Department of Transportation.

Date May 18 2022

, Office of Right-of-Way

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Suzanne Stella

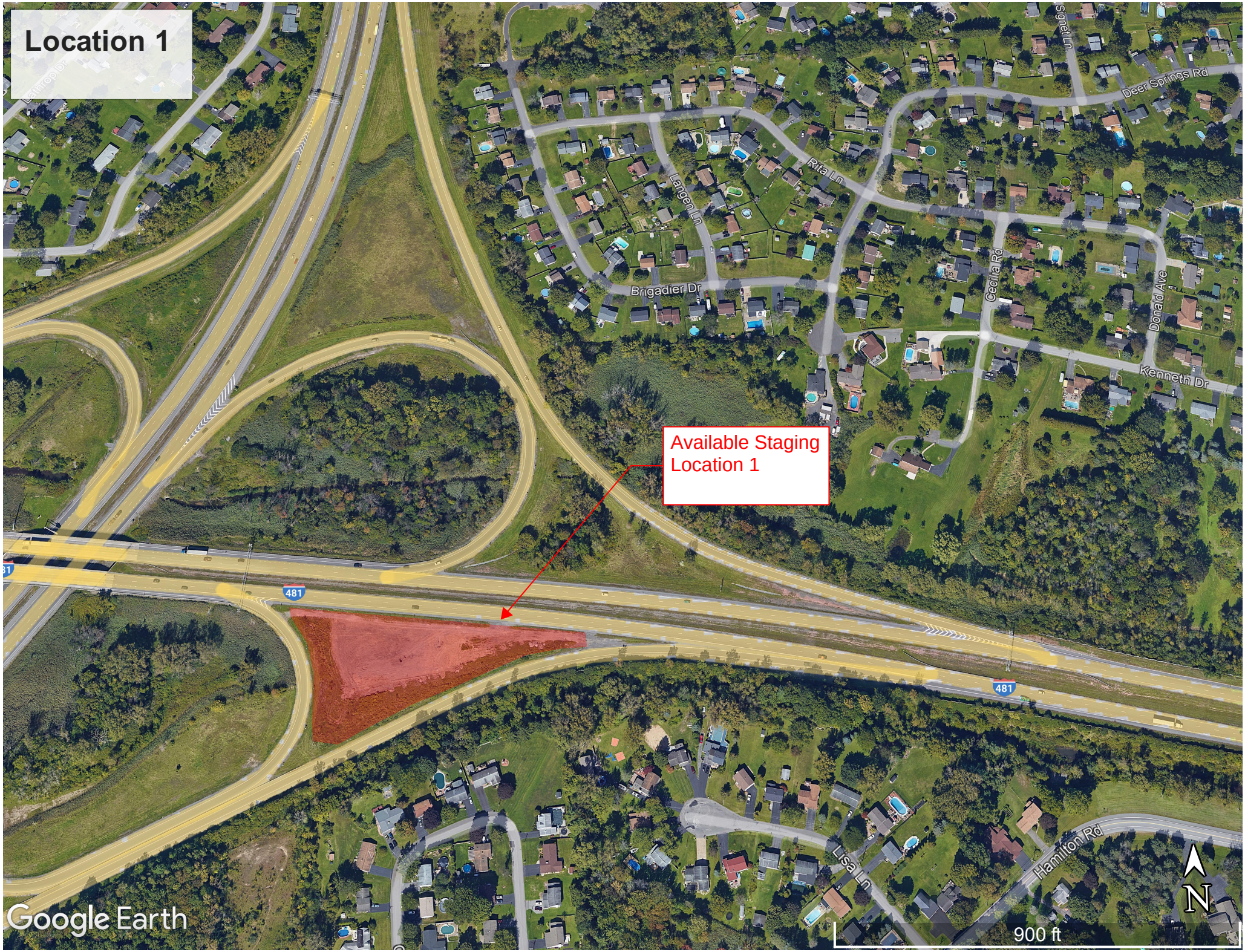
Office of Right-of-Way

PREPARED BY MDS CHECKED BY WRS FINAL CHECK BY TTO

FILE NAME = IR505-3-4.1_MAP_ROW_81-4406.DGN

Staging Area Plans


Available Staging Areas
Location 1
Location 2
North Syracuse
Liverpool
Mattydale
Onondaga Lake
Galeville
Lyncourt
NORTHSIDE
East Syracuse
EASTWOOD
Minoa
LAKEFRONT
Solvay
Syracuse
SOUTHWEST
EASTSIDE
Dewitt
Fayetteville
Google Earth
N
3 mi


Location 1
Available Staging Location 1
Deer Springs Rd
Rita Ln
Langen Ln
Brigadier Dr
Cecilia Rd
Donald Ave
Kenneth Dr
Siegel Ln
481
481
Lisa Ln
Hamilton Rd
N
900 ft
Google Earth


Location 2
Available Staging Location 2
Fly Rd
Lyons St
Bishop Grimes School Dr
481
Benedict Rd
Roberts St
Kirkville Rd
Swanka Blvd
Google Earth
N
1000 ft

Sanitary Sewer System Requirements

Special Note

Owner Requirements for Sanitary Sewer System Relocation

The following are requirements of the owner of the sanitary sewer system for this contract, covering sewer conflicts at the I-481/I-81 interchange in Cicero. All of the minimum specifications designated are the requirement of the Owner. Approval of an equal item other than that specified must be granted by the Owner.

Owner: Onondaga County Department of Water Environment Protection (OCDWEP)

Address: 650 Hiawatha Boulevard, West

City, State, ZIP: Syracuse, New York 13204

Contact: Shannon Harty, Commissioner

Phone#: 315-435-2260

Plan & Profile Review

The Owner requires review and approval of materials, associated appurtenances, and sewer alignments. The design of the sanitary sewer system infrastructure requiring relocation shall be stamped by a professional engineer. The estimated time required for Owner approval of materials, appurtenance, and sewer alignments during construction is two weeks. In addition to Owner approval, the design plans to modify the sanitary sewer system must be reviewed and approved by the NYSDEC which may take up to two months.

General Requirements

A conceptual alignment has been discussed with the NYSDOT project team, however, based on the potential for alternative alignments of I-81, OCDWEP is defining the following general requirements for the sanitary sewer system:

- The sanitary sewer system shall be designed in accordance with 10 States Standards, at a minimum.
- Critical infrastructure, such as manhole rims, shall be located above the base flood elevation as required in the NYSDEC NYS Flood Risk Management Guidance for Implementation of the CRRA: Estimating Guideline elevations and/or installed with watertight manhole covers as allowable.
- Doghouse manholes constructed over existing asbestos concrete sanitary sewer pipes shall not be acceptable.
- New sanitary sewer pipe shall be installed from manhole to manhole (whether existing or new). If the proposed alignment of the replacement sewer prevents connecting to the

existing manhole, or new connections threatens the structural integrity of the manhole, a new manhole shall be installed.

- A casing pipe shall be required to hold new pipe crossing underneath I-81.
- Re-routing of the sanitary sewer shall not the reduce capacity of the sewer main, or cause issues with maintaining sewer flows.
- The inside diameter of selected pipe material shall not be less than the inside diameter of the existing pipe.
- The distance between manholes shall not exceed the length dictated in 10 States Standards for the size pipe being installed.
- Stream crossing requirements shall be as dictated in 10 States Standards.
- Provide a P.E. Stamped bypass pumping plan and specifications, include an estimate for the duration for each bypass event. The plan must provide installation, operation, and maintenance of a bypass system as required to properly construct the new sewer systems. Ensure that the specification include required submittals for; a sewer plugging method, bypass pump sizing, capacity, number of pumps to be on site, staging site for the pumps and lines, emergency response plan, and power requirements.
- Manhole and Pipe testing and inspections must be in accordance with 10 States Standards, testing results to be provided to the Owner.
- Owner is to be notified of when construction is to commence.
- "As-built" and Record Drawings need to be provided after construction of the new sewer infrastructure is complete.

Pipe:

Material: Minimum PVC SDR 35 or as required for the depth of cover over the sanitary sewer.

Bedding Requirements: As required for the soil and roadway loading above the sanitary sewer.

Casing Pipe:

Material: Steel, in accordance with AWWA C200 and AWWA Steel Pipe Design Manual M11.

Bedding Requirements: As required for the soil and roadway loading above the sanitary sewer.

Manholes:

Precast Bases

1. The precast bases shall be monolithic reinforced concrete.
2. The bottom or floor of the monolithic precast base shall have a minimum thickness of 8-inches and shall project no less than 6 inches beyond the outside walls of the monolithic precast base to form a flange or annular footing intended to resist uplift.

3. The lowest edges of holes or cutouts for line and branch sewers shall be no less than six inches above the inside surface of the floor or footing of the monolithic precast base. The highest edges of holes or cutouts for line and branch sewers shall be no less than 6 inches from joint surfaces as detailed on the Plans. After installation of the line and branch sewers, manhole channels or inverts shall be formed by using 4000 psi fill concrete.
4. At the points where line and branch sewers are connected to the monolithic precast bases or manhole barrels, the annular spaces between the pipes and holes shall be sealed with assemblies consisting of rubber gaskets to form watertight barriers. Such sealing assemblies shall be: watertight manhole boot seal as manufactured by PSX: Direct Drive or approved equal. After installation, metal parts of the above assemblies that are accessible from inside the manholes shall be coated with “Preco-Patch” or approved equal.
5. The edges of holes or cutouts in riser or barrel sections for line and branch sewers shall be no less than 6 inches from joint surfaces, as detailed on the Plans.
6. The specification must also include provisions for an exterior bituminous waterseal and preparation of the area beneath the manhole base

Sanitary Sewer Manhole Barrel and Cone

1. All precast manhole cones and barrels shall be constructed in accordance with the latest ASTM Specification C-478 "Precast Reinforced Concrete Manhole Sections", with the following exceptions: The manhole barrel walls shall be five (5) inches thick for a four (4) foot diameter manhole. The upper section of the precast manhole shall be an eccentric cone design having a 24" inside top opening diameter with an 8" (width) top bearing surface.
2. Where the depth of the manhole is such that an eccentric cone section cannot be used, a flat top section with a 24-inch opening shall be provided. The flat top slabs shall be a minimum of 8" thick and shall be capable of supporting a H-20 loading. Flat top slabs are only allowed on shallow sewers, 5.5 feet or less in depth from rim to invert.
3. The precast bases and manhole barrel sections are required to be vacuum factory tested in job lots per the following schedule. Factory vacuum tests shall be performed on linear footage of manhole barrel job lots as follows:
    a. First test for jobs requiring from 8 feet to 100 feet of manholes.
    b. Second test shall be performed on 101 feet to 300 feet lots.
    c. Third test shall be performed on 301 feet to 600 feet lots.
    d. Fourth test shall be performed on 601 feet to 1,000 feet lots.
    e. Fifth test shall be performed on lots over 1,001 feet.
4. Installation and operation of vacuum equipment and indicating devices shall be in accordance with the manufacturer's recommendations and instructions. A test vacuum of 10 inches of mercury shall be drawn. The time for the vacuum to drop to 9 inches of mercury shall be recorded. Acceptance for 4-foot diameter manholes shall be defined as when the time to drop to 9 inches of mercury meets or exceeds the following:

Manhole Depth	Time to Drop 1” Hg
10 feet or less	60 seconds
10 feet to 15 feet	75 seconds
15 feet to 30 feet	90 seconds

If the manhole fails the test, necessary repairs shall be made and the vacuum test repeated until the manhole passes the test.

Joints

1. The manhole barrel and cone joints shall be concrete with a confined "O" ring, neoprene gasket in accordance with the latest ASTM Specification C-443. The manhole supplier will be required to vacuum test the manhole joint in the factory in the job lots as described in 2.03, all in accordance with the latest ASTM Specification C-443 at a test pressure of 13 psi. The joint test may be performed at the same time as the vacuum test which was described previously in this Section. The factory joint test shall be conducted without the joint compound specified below.
2. For “O” ring joints, asphaltic joint compound (60 – 100m) shall be buttered on spigots and bells prior to assembling the manhole sections.
3. After the barrel sections are assembled, the excess joint compound shall be troweled off the inside and outside faces. The inside face of the joint shall then be troweled with “Preco-Patch” or approved equal, the outside with Dewitt No. 10, Duraseal 3101, Pioneer 301, or approved equal.

Frame & Cover:

1. Frame and lids/grate shall be heavy duty (H-25 loading rated), stamped “SANITARY SEWER” and shall be by East Jordan Iron Works, or approved equal.
   a. Solid Lid Pattern: 1310A.
2. Manufacturer's drawings of all castings which the Contractor proposes to use shall be submitted to the County for approval prior to the castings being ordered for the work. No commercial "Brand Name" lettering will be allowed on the exposed surface of the cover.
3. Watertight frames and covers shall be gray iron castings as detailed on the Plans. Covers shall be solid with non-penetrating pickholes. Manufacturer's drawings of all castings which the Contractor proposes to use shall be submitted to the County for approval prior to the castings being ordered for the work.